



WILLAMETTE VALLEY
WINE FOUNDATION



FHDC
A Home is Just the Beginning

July 6, 2026

City of McMinnville Community Development Department
231 NE Fifth Street
McMinnville, OR 97128

RE: Zone Change, Planned Development Amendment and Conditional Use applications 1950 SW 2nd Street, McMinnville, OR 97128

Dear Members of the City Council, Planning Commission and City Staff:

Willamette Valley Wine Foundation (WVWF) and Farmworker Housing Development Corporation (FHDC) are proposing to amend the Jandina Planned Development for the site at 1950 SW 2nd Street, request a Zone Change from R-2 (Low Density) to R-4 (Medium, High Density), and request a Conditional Use for a childcare center. FHDC is proposing to construct a 68-unit multifamily housing project called SW McMinnville Housing and Childcare Community in four buildings that are 3-stories in height, with parking, landscaping and common outdoor space. WVWF is proposing to utilize the existing building on the site currently occupied by the Salvation Army as a Child Care Center. The subject property is located south of NW 2nd Street and west of SW Filbert Street. It is identified by the Yamhill County Assessor as Tax Lot 14900 of Tax Map 4.4.19DA. The proposed development would be on 3.68 acres (gross).

We are writing to express our gratitude to the City of McMinnville for considering this bundled application package to support addressing the housing and childcare needs in McMinnville. We recognize that housing, and affordable housing is a critical issue in McMinnville. The multifamily housing proposed by our applications would be at 60% of AMI to fill a critical need within the community.

We appreciate the collaboration and thoughtful consideration the city will demonstrate throughout the application review processes. Your willingness to engage in dialogue with us and to make decisions that are in the best interest of all residents shows true leadership and foresight. We are proud to be part of a community that prioritizes thoughtful planning, sustainability, and the needs of its people.

We look forward to continuing our work together to develop this project that will serve as a testament to the city's commitment to growth and opportunity. We are excited to contribute to the long-term success of McMinnville.

Sincerely,

Mike McNally
Boad Member, Foundation Secretary, WVWF

Maria Elena Guerra
Executive Director, FHDC



THE RUX GROUP, LLC

Douglas R. Rux AICP

15532 SW Thrasher Way

Sherwood, OR 97140

Cell: 971.275.7781

Email: Drux11@yahoo.com

**CITY OF MCMINNVILLE
APPLICATION FOR CONDITIONAL USE REVIEW**

WILLAMETTE VALLEY WINE FOUNDATION
3519 NE 15th Avenue, #506
Portland, OR 97212

In collaboration with:

FARMWORKER HOUSING DEVELOPMENT CORPORATION
1274 Fifth St, Suite 1-A
Woodburn, OR 97071

Location: N.E. ¼ S.E. ¼ Section 9, T.M. 4.4.19DA
T. 4S, R. 4W, W.M.
T.L. 14900
Yamhill County, Oregon

Prepared by: Doug Rux, AICP, The Rux Group, LLC
Yuko Mino, Yuko Mino Architecture
Greg Mino, Yuko Mino Architecture
Julia Kuhn, Kittelson and Associates
John van Staveren, Pacific Habitat Services, Inc.
Kyle Latimer, Udell Engineering and Land Surveying, LLC

Prepared for: Mike McNally, Willamette Valley Wine Foundation
3519 NE 15th Avenue, #506
Portland, OR 97212

Maria Elena Guerra, Farmworker Housing Development Corporation
1274 Fifth St, Suite 1-A
Woodburn, OR 97071

July 21, 2026

APPLICANT'S STATEMENT

PROJECT NAME: SW McMinnville Housing and Childcare Community

REQUEST: Approval of a Conditional Use for a Child Care Center in the proposed R-4 Zone on an approximately .68 acre site to be created through a separate partition application

APPLICANT'S REPRESENTATIVE: Doug Rux, AICP
The Rux Group, LLC
15532 SW Thrasher Way
Sherwood, OR 97140
971-275-7781
Drux11@yahoo.com

APPLICANT/PROPERTY OWNER: Applicant: Mike McNally, Willamette Valley Wine Foundation
3519 NE 15th Avenue, #506
Portland, OR 97212

In collaboration with:

Maria Elena Guerra, Farmworker Housing Development Corporation
1274 Fifth St, Suite 1-A
Woodburn, OR 97071

Property Owner: Salvation Army
Major Jonathan Harvey
Amy Hughes, Property Manager
PO Box 8798
Portland, OR 97208

SITE AREA: Tax Lot 14900 = 3.68 acres

LOCATION: 1950 SW 2nd Street
McMinnville, OR 97128

ASSESSOR'S INFORMATION: N.E. ¼ S.E. ¼ Section 9, T.M. 4.4.19DA
T. 4S, R. 4W, W.M.
T.L. 14900
Yamhill County, Oregon

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DOCUMENTS INCORPORATED BY REFERENCE

City of McMinnville Zoning Ordinance, 2026

https://www.mcminnvilleoregon.gov/sites/default/files/fileattachments/community_development/page/1341/zoning_ordinance_master_-_6-18-2026_with_bookmarks.pdf

City of McMinnville Transportation System Plan, May 2010

https://www.mcminnvilleoregon.gov/sites/default/files/fileattachments/planning/page/1305/mcminnville_tsp_2010.pdf

City of McMinnville Parks, Recreation and Open Space Plan, June 2024

https://www.mcminnvilleoregon.gov/sites/default/files/fileattachments/parks_and_recreation/page/25383/mcminnville_prosp_adopied_res_2024-38.pdf

I. APPLICABLE CONDITIONAL USE REGULATIONS

A. MCMINNVILLE MUNICIPAL CODE

Title 17: Zoning

Chapter 17.15, R-2 Low Density, 7000 SF Lot Residential Zone

Section 17.15.010 Permitted Uses

Chapter 17.21, R-4 Medium, High-Density, 5000 SF Lot Residential Zone

Section 17.21.010 Permitted Uses

Section 17.21.020 Conditional Uses

Chapter 17.72: Applications and Review Process

Section 17.72.080: Legislative or Quasi-Judicial Hearings

Section 17.72.120: Applications - Public Hearings

Section 17.72.130: Public Hearing Process

Chapter 17.74: Review Criteria

Section 17.74.010: Purpose

Section 17.74.030 Authorization to Grant or Deny Conditional Use.

Section 17.74.040 Placing Conditions on a Conditional Use Permit.

Section 17.74.050 Compliance with Zone Standards-Exception.

**Section 17.74.060 Use Conveyed with Property-Termination
Condition and Procedures.**

B. MCMINNVILLE COMPREHENSIVE PLAN

Chapter II: Natural Resources

Chapter III: Cultural, Historical, and Educational Resources

Chapter IV: Economy of McMinnville

Chapter V: Housing and Residential Development

Chapter VI: Transportation System

Chapter VII: Community Facilities
Chapter VIII: Energy
Chapter IX: Urbanization
Chapter X: Citizen Involvement and Plan Amendment

II. BACKGROUND:

Salvation Army (Property Owner), Mike McNally – Willamette Valley Wine Foundation (Applicant), and in collaboration with Maria Elena Guerra - Farmworker Housing Development Corporation are seeking approval to operate a Child Care Center in the existing Salvation Army facility located at 1950 SW 2nd Street. Separate Zone Change and Planned Development Amendment applications have been submitted related to the site. The site is within the Jandina Planned Development approved by Ordinance No. 3939 (CPA 6-78/ZC 5-78) and as amended by Ordinance No. 4067, and Ordinance No. 4509 (ZC 7-91/CU 6-91). A Vicinity Map is included as Figure 1. The purpose of the multiple applications is for the future development of a multi-family apartment development consisting of 68 units (46 two-bedroom and 22 three-bedroom units) and utilization of the existing Salvation Army building as a Child Care Center.

An application is included as Exhibit 1.

A Preliminary Title Report is included as Exhibit 2.

A Conceptual Site Plan is included as Figure 2 and Exhibit 3.

An ALTA Survey and Topo is included as Exhibit 4.

Photos of the site are included as Figure 3.

Figure 1- Vicinity Map

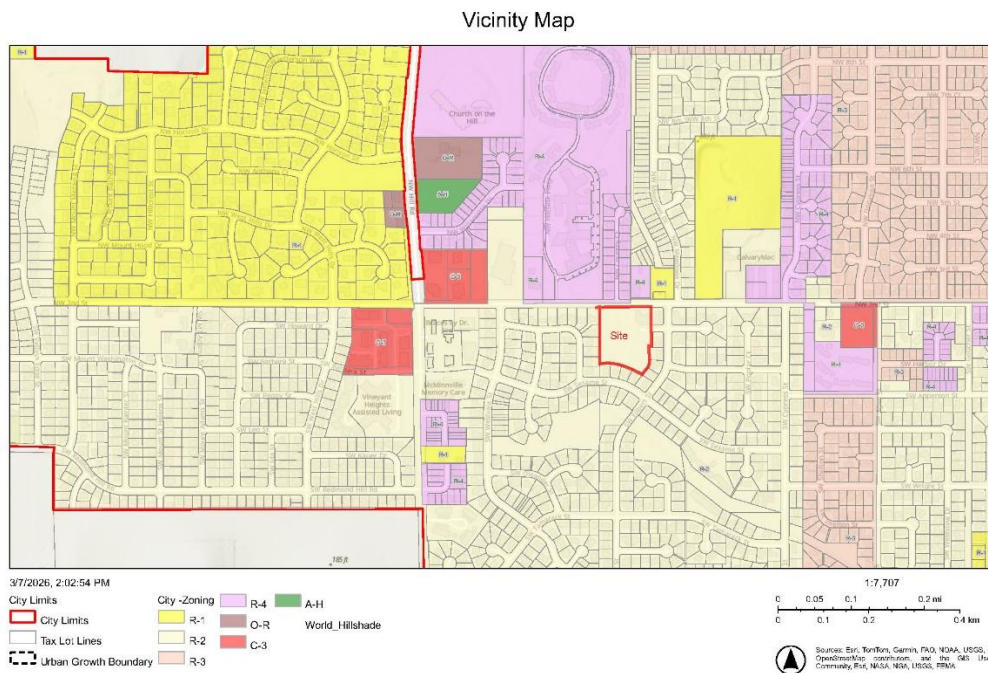


Figure 2 - Conceptual Site Layout



Figure 3 - Site Photos

North Elevation



East Elevation



South Elevation



Southwest Elevation



West Elevation



Jandina Planned Development (April 1978)

The site is within the Jandina Planned Development approved by Ordinance No. 3939 (CPA 6-78/ZC 5-78) and as amended by Ordinance No. 4067, and Ordinance No. 4509 (ZC 7-91/CU 6-91). The Jandina Planned Development in 1978 was proposed as a R-4 Planned Development. The staff report notes the request is for a Comprehensive Plan Amendment R-4 PD (Multi-family / Planned Development) to allow single -family, duplex, triplexes, fourplexes and apartment complexes and was not necessary based on an interpretation from the City Attorney that the basic zoning restriction would be the density factor. It further indicates that the PD could contain up to 468.5 units and remain within the 7,000 sq ft per unit density factor of the R-2 zone (Exhibit 5). The proposed number of dwelling units was 459.

Declaration of Restrictions and Covenants of Jandina Residential Development -October 1979

Jandina Planned Development recorded Restrictions and Covenants for the proposed development (Exhibit 6). A key element was the uses allowed.

Article II Use and Occupancy – Restrictions and Covenants

[...]

“2.3 Each Owner of a lot shall use the property solely for residential purposes, as shown on the preliminary plan approved by the City.”

[...]

“2.10 Each Owner shall strictly comply with each and every law of the City of McMinnville, County of Yamhill, and the State of Oregon and with each and every rule and regulation of the administrative agencies which are now or hereafter in effect.”

[...]

Amendment Jandina Planned Development ZC 7-91/CU 6-91 (October 1991)

The amendments proposed allowing churches, day care centers and community centers for the lot to be purchased by the Salvation Army at the northwest corner of the Jandina Planned Development on approximately 3.68 acres rather than developing it for residential purposes. The Day care center is being relocated from Newby Elementary School to the new site. Thirty-one (31) students were anticipated in the day care facility. Access was requested to NW 2nd Street (Exhibit 7). The site was originally anticipated to accommodate 12 lots for single-family residential in the Jandina Planned Development approved by Ordinance 3939.

Ord No 4509 (December 1991) approved the request with the following key elements (Exhibit 8):

“Section 2. That Ordinance No. 3939 be amended by adding the following sections:

[...]

Section 4. That the portion of the Jandina Planned Development which is described in Exhibit “B” which is attached hereto and by this reference herein incorporated is, in addition to being subject to any other applicable provisions of this ordinance, specifically subject to the following:

- (a) That the Jandina Planned Development be amended to allow the subject property to access West Second Street, as indicated on the approved site plan.
- (b) That the amended site plan(s) shall be placed on file with the Planning Department and become a part of the zone and binding on the owner and developer.
- (c) That the applicant submit a copy of the recorded Jandina Subdivision covenant amendment related to restriction of residential uses to the Planning Director prior to issuance of any building permits.”

Amendment of Restrictions and Covenants of Jandina Residential Development (January 1992)

Following the approval of Ordinance 4509 an amendment to the Jandina Restrictions and Covenants (Exhibit 9) was recorded which stated in part:

“In recognition of the authority granted by said signatories, the property described in Exhibit “C” may therefore be used as a church, child care center and youth center.”

Partition (January 1992)

Partition 92-07 (MP 10-91) was approved to create 2 parcels with Parcel 1 for the Salvation Army site and Parcel 2 to become Jandina Second Addition Subdivision and Jandina Third Addition Subdivision (Exhibit 10).

III. FINDINGS

A. MCMINNVILLE MUNICIPAL CODE

17.15.020 Conditional Uses. *In an R-2 Zone, the following uses and their accessory uses may be permitted subject to the provisions of Chapters 17.72 and 17.74:*

[...]

B. Child Care Center, under the following provisions:

- 1. The facility is not a facility defined in Section 17.15.010(G)(1).***
- 2. Operator must have the appropriate licenses required by state regulations.***

[...]

Response: Ordinance 4509 (CU 6-91) approved a Child Care Center (Day Care Facility) on the subject site within the R-2 zone. The Child Care Center use has not operated for more than one year.

17.21.020 Conditional Uses. *In an R-4 zone, the following uses and their accessory uses may be permitted subject to the provisions of Chapters 17.72 and 17.74.030:*

[...]

C. Child Care Center, under the following provisions:

- 1. The facility is not a facility defined in Section 17.21.010(J)(1).***
- 2. Operator must have the appropriate licenses required by state regulations.***

[...]

Response: A Child Care Center is proposed to be re-activated within the existing building on the subject site. Ordinance 4509 (CU 6-91) approved a Child Care Center (Day Care Facility) on the subject site within the R-2 zone. The Child Care Center has not operated for more than one year which is beyond the one-year requirement in MMC 17.74.060 and requires authorization to re-establish the use. HB 3560 adopted in 2025, now requires that a Child Care Center is a permitted use on land zoned primarily for multiunit residential uses with twelve dwelling units per net residential acre within an urban growth boundary outside of Metro. The requested R-4 zone is primarily for multiunit residential, but the McMinnville regulations have not been updated to comply with HB 3560.

Chapter 17.72 Applications and Review Process

17.72.010 Purpose. *The purpose of this chapter is to describe the various review and appeal processes for land use applications and permits in McMinnville.*

17.72.020 Application Submittal Requirements. *Applications shall be filed on*

forms provided by the Planning Department and shall be accompanied by the following:

- A. A scalable site plan of the property for which action is requested. The site plan shall show existing and proposed features, such as access, lot and street lines with dimensions in feet, distances from property lines, existing and proposed buildings and significant features (slope, vegetation, adjacent development, drainage etc.)***
- B. An explanation of intent, nature and proposed use of the development, and any pertinent background information.***
- C. Property description and assessor map parcel numbers(s).***
- D. Legal description of the property when necessary.***
- E. Signed statement indicating that the property affected by the application is in the exclusive ownership or control of the applicant, or that the applicant has the consent of all partners in ownership of the affected property.***
- F. Materials required by other sections of the McMinnville Zoning Ordinance specific to the land use application.***
- G. Other materials deemed necessary by the Planning Director to illustrate compliance with applicable review criteria, or to explain the details of the requested land use action.***

Response:

- A. A Conceptual Site Plan is included as Exhibit 3.
- B. This narrative explains the intent, nature and proposed use of the development and relevant background information.
- C. A property description is included as Exhibit 11 along with an Assessors Map.
- D. A legal description of the area that applies to the Conditional Use is included as Exhibit 12.
- E. Exhibit 13 is the signed statement that the Applicant has the consent of the property ownership to submit the Conditional Use application.
- F. Neighborhood Meeting material is included as Exhibit 14.
- G. Planning and Engineering staff requested a Traffic Impact Analysis be prepared (Exhibit 15).

Application submittal requirements are met.

17.72.030 Filing Fees. *The City shall charge and collect a filing fee for each such application as established by resolution of the City Council.*

- A.** *The applicant(s) shall submit the required filing fee at the time of application submittal;*
- B.** *Whether the request is approved or denied, the petitioner shall not be entitled to a refund of the initial fee paid.*

Response:

A. The Applicant has submitted the required application fee for the Conditional Use.

B. The Applicant acknowledges that the Conditional Use application is not refundable whether approved or denied.

The requirements are met.

17.72.040 Application Review for Completeness. *Upon receipt of a complete application, the Planning Director shall review the application for completeness within 30 (thirty) days of the date that the application is submitted. If, upon review, the application is found to be incomplete, the applicant shall be advised in writing of the information needed to complete the application within 30 (thirty) days of the date of application submittal. The application shall be deemed complete upon receipt of all the missing information or upon written notice from the applicant that some or all the missing information will not be provided. Throughout all land use proceedings, the burden of proof shall rest on the applicant.*

Response: The Applicant acknowledges the 30-day completeness review requirement by the Planning Director and if additional material is required the Applicant has the obligation to submit the missing information.

17.72.050 Application Decision Time Limit. *The City shall take final action on all land use requests that are wholly within the authority and control of the City within 120 days from the date the application is deemed complete. However, by agreement with the applicant, this deadline may be extended for any reasonable length of time. The 120-day period does not apply to an amendment of the comprehensive plan or a land use regulation or adoption of a new land use regulation that was forwarded to the Director of the Department of Land Conservation and Development (DLCD) as required by ORS 197.610.*

Response: The Applicant acknowledges that the City has 120-days from the date the application is deemed complete to take final action on the submitted Conditional Use application.

17.72.060 Limitations on Renewal or Refiling of Application. *Where an application that is subject to a public hearing has been denied, no new application for the same purpose shall be filed within one year of the date of the previous*

denial unless the City Council or Planning Commission, for good cause, shall grant permission to do so.

Response: The Applicant understands that a denial of the submitted Conditional Use application prohibits submittal of another Conditional Use application for a period of 1-year unless the City Council or Planning Commission grants permission to do so.

17.72.070 Concurrent Applications. When a proposal involves more than one application for the same property, the applicant may submit concurrent applications which shall be processed simultaneously. In so doing, the applications shall be subject to the hearing procedure that affords the most opportunity for public hearing and notice.

Response: There is a separate Planned Development Amendment application and Zone Change application that have been submitted for the subject property that is under review through the separate Planned Development Amendment process and Zone Change process. No other concurrent land use application is being proposed with the Conditional Use application. If approved the Applicant will submit a separate Tentative Partition application and applications for physical site improvements.

17.72.080 Legislative or Quasi-Judicial Hearings. The applications listed in this Chapter are either legislative or quasi-judicial in nature and are subject to a public hearing before the Planning Commission or City Council.

A. A requested amendment to the text of the zoning ordinance or comprehensive plan would call for a legislative-type hearing, the purpose of which is to obtain public input primarily on matters of policy. A legislative amendment may be initiated by the City Council, the Planning Commission or by the Citizens' Advisory Committee. Any other citizen may petition the City Council requesting them to initiate a text amendment.

Response: The Applicant is not proposing a zoning ordinance or comprehensive plan text amendment; therefore, the above standards do not apply.

B. An application that is site specific (such as a zone change or annexation request) would call for a quasi-judicial hearing. The decisions made as a result of such hearings must be based upon testimony submitted and supported by Findings of Fact. An amendment that is site specific may be initiated by the City Council, the Planning Commission, the Citizens' Advisory Committee or by application of the property owner.

Response: The Conditional Use application has been submitted by the Applicant with concurrence from the property owner. As required, land use decisions will be issued after public hearings are held before the Planning Commission and review or a public hearing by the City Council.

17.72.090 ***Application Review Summary Table.*** The following table offers an overview of land use applications and corresponding review body. Additional information regarding the notification and approval criteria for specific land use applications can be found by referring to the procedural reference section in the right-hand column of the table. Information regarding the hearing body and the hearing procedure can be found in this chapter. (Ord. 5106 §2, 2021; Ord. 5047 §2, 2018, Ord. 5034 §2, 2017; Ord. 4984 §1, 2014).

[...]

<i>Applications Public Hearing – Planning Commission</i>	<i>Appeal of Director Decision</i>	<i>17.72.170</i>
	<i>Application (Director’s Decision) for which a Public Hearing is Requested</i>	<i>17.72.120</i>
	<i>Area Plan</i>	<i>17.10</i>
	<i>Comprehensive Plan Map or Text Amendment*</i>	<i>17.74.020</i>
	<i>Conditional Use Permit</i>	<i>17.74.030-060</i>
	<i>Legislative Amendments</i>	<i>17.72.120</i>
	<i>Master Plan</i>	<i>17.10</i>
	<i>Planned Development Amendment*</i>	<i>17.74.070</i>
	<i>Subdivision (more than 10 lots)</i>	<i>17.53.070</i>
	<i>Variance</i>	<i>17.74.100-130</i>
	<i>Zone Change*</i>	<i>17.74.020</i>

[...]

**** Following Public Hearing, Planning Commission makes recommendation to City Council***

****** McMinnville Urban Area Management Commission***

Response: The application is a Conditional Use.

17.72.095: Neighborhood Meetings.

A. A neighborhood meeting shall be required for:

- 1. All applications that require a public hearing as described in Section 17.72.120, except that neighborhood meetings are not required for the following applications:***
 - a. Comprehensive plan text amendment; or***
 - b. Zoning ordinance text amendment; or***
 - c. Appeal of a Planning Director’s decision; or***
 - d. Application with Director’s decision for which a public hearing is requested.***

2. Tentative Subdivisions (up to 10 lots)

3. Short Term Rental

Response: A Neighborhood Meeting for the submitted Conditional Use application was held on April 22, 2026. As required, the Applicant has submitted the attached Neighborhood Meeting documentation to demonstrate compliance with City standards (see Exhibit 14).

The requirement is met.

B. Schedule of Meeting.

- 1. The applicant is required to hold one neighborhood meeting prior to submitting a land use application for a specific site. Additional meetings may be held at the applicant's discretion.**
- 2. Land use applications shall be submitted to the City within 180 calendar days of the neighborhood meeting. If an application is not submitted in this time frame, the applicant shall be required to hold a new neighborhood meeting.**

Response:

1. A Neighborhood Meeting was held on April 22, 2026.
2. This application is being submitted on July 21, 2026, which is 90 days after the Neighborhood Meeting and within the 180-day timeframe.

The requirements have been met.

C. Meeting Location and Time.

- 1. Neighborhood meetings shall be held at a location within the city limits of the City of McMinnville.**
- 2. The meeting shall be held at a location that is open to the public and must be ADA accessible.**
- 3. An 8 ½ x 11" sign shall be posted at the entry of the building before the meeting. The sign will announce the meeting, state that the meeting is open to the public and that interested persons are invited to attend.**
- 4. The starting time for the meeting shall be limited to weekday evenings between the hours of 6 pm and 8 pm or Saturdays between the hours of 10 am and 4 pm. Neighborhood meetings shall not be held on national holidays. If no one arrives within 30 minutes after the scheduled starting time for the neighborhood meeting, the applicant may leave.**

Response:

1. The Neighborhood Meeting was held April 22, 2026, at McMinnville Community Center, McMinnville, OR 97128, within the city limits of McMinnville.
2. The Neighborhood Meeting was open to the public and met ADA accessibility requirements.
3. An 8 ½ x 11" sign was posted at the meeting space entrance and stated the meeting is open to the public and that interested persons are invited to attend, and a white board at the building entrance identified the location of the meeting room. Facility staff would not allow a sign to be posted at the building entrance. (Exhibit 14).
4. The Neighborhood Meeting was held on a weekday (Wednesday, April 22, 2026, at 6 pm). This day was not a national holiday.

The requirements have been met.

D. Mailed Notice.

- 1. The applicant shall mail written notice of the neighborhood meeting to surrounding property owners. The notices shall be mailed to property owners within certain distances of the exterior boundary of the subject property. The notification distances shall be the same as the distances used for the property owner notices for the specific land use application that will eventually be applied for, as described in Section 17.72.110 and Section 17.72.120.***
- 2. Notice shall be mailed not fewer than 20 calendar days nor more than 30 calendar days prior to the date of the neighborhood meeting.***
- 3. An official list for the mailed notice may be obtained from the City of McMinnville for an applicable fee and within 5 business days. A mailing list may also be obtained from other sources such as a title company, provided that the list shall be based on the most recent tax assessment rolls of the Yamhill County Department of Assessment and Taxation. A mailing list is valid for use up to 45 calendar days from the date the mailing list was generated.***
- 4. The mailed notice shall:***
 - a. State the date, time and location of the neighborhood meeting and invite people for a conversation on the proposal.***
 - b. Briefly describe the nature of the proposal (i.e., approximate number of lots or units, housing types, approximate building dimensions and heights, and proposed land use request).***

- c. Include a copy of the tax map or a GIS map that clearly identifies the location of the proposed development.*
- d. Include a conceptual site plan.*
- 5. The City of McMinnville Planning Department shall be included as a recipient of the mailed notice of the neighborhood meeting.*
- 6. Failure of a property owner to receive mailed notice shall not invalidate the neighborhood meeting proceedings.*

Response:

- 1. Mailed Notice was provided on April 1, 2026, based on a list provided by the City of McMinnville Planning Department (Exhibit 14).
- 2. Mailed notice occurred on March 27th with a date on the letter of April 1, 2026, which was 21 days before the Neighborhood Meeting.
- 3. The mailing list was obtained from the City of McMinnville Planning Department. The mailing occurred within 45-days of obtaining the list on March 23, 2026.
- 4. The mailed notice stated the date, time and location of the neighborhood meeting and invite people for a conversation on the proposal; Briefly describe the nature of the proposal; Included a copy of the tax map or a GIS map that clearly identifies the location of the proposed development; and included a conceptual site plan.
- 5. The McMinnville Planning Department was included in the mailed notice (Exhibit 14).
- 6. The Applicant believes all parties were notified of the Neighborhood Meeting as required based on the mailing list provided by the City.

The requirements have been met.

E. Posted Notice.

- 1. The applicant shall also provide notice of the meeting by posting one 18 x 24" waterproof sign on each frontage of the subject property not fewer than 20 calendar days nor more than 30 calendar days prior to the date of the neighborhood meeting.*
- 2. The sign(s) shall be posted within 20 feet of the adjacent right-of-way and must be easily viewable and readable from the right-of-way.*
- 3. It is the applicant's responsibility to post the sign, to ensure that the sign remains posted until the meeting, and to remove it following the meeting.*

- 4. *If the posted sign is inadvertently removed (i.e., by weather, vandals, etc.), that shall not invalidate the neighborhood meeting proceedings.***

Response:

1. A sign(s) was posted on the subject property on April 2, 2026 (see Exhibit 14).
2. The signs were within 20 feet of the adjacent rights-of-way (see Exhibit 14).
3. The Applicant posted the signs on April 2, 2026.
4. The Applicant periodically checked the site to ensure that the signs were not inadvertently removed.

The requirements have been met.

F. Meeting Agenda.

- 1. *The overall format of the neighborhood meeting shall be at the discretion of the applicant.***
- 2. *At a minimum, the applicant shall include the following components in the neighborhood meeting agenda:***
 - a. *An opportunity for attendees to view the conceptual site plan;***
 - b. *A description of the major elements of the proposal. Depending on the type and scale of the particular application, the applicant should be prepared to discuss proposed land uses and densities, proposed building size and height, proposed access and parking, and proposed landscaping, buffering, and/or protection of natural resources;***
 - c. *An opportunity for attendees to speak at the meeting and ask questions of the applicant. The applicant shall allow attendees to identify any issues that they believe should be addressed.***

Response: The Neighborhood Meeting was a drop in format with an opening presentation, and the Applicant and representatives present to answer questions from the community and take community input. A Conceptual Site Plan was provided for viewing and discussion with community members. Hard copies of the Conceptual Site Plan were made available in addition to Comment Sheets. Written comments were received and are included in Exhibit 14.

The requirements have been met.

G. Evidence of Compliance. *In order for a land use application that requires a neighborhood meeting to be deemed complete, the following evidence shall be submitted with the land use application:*

- 1. A copy of the meeting notice mailed to surrounding property owners;*
- 2. A copy of the mailing list used to send the meeting notices;*
- 3. One photograph for each waterproof sign posted on the subject site, taken from the adjacent right-of- way;*
- 4. One 8 ½ x 11" copy of the materials presented by the applicant at the neighborhood meeting; and*
- 5. Notes of the meeting, which shall include:*
 - a. Meeting date;*
 - b. Meeting time and location;*
 - c. The names and addresses of those attending;*
 - d. A summary of oral and written comments received; and*
 - e. A summary of any revisions made to the proposal based on comments received at the meeting.*

Response: As required, the attached Neighborhood Meeting documentation meets the above standards (see Exhibit 14).

The requirements have been met.

17.72.120 Applications – Public Hearings. *The Planning Commission shall hold at least one public hearing on the following land use applications.*

- *Annexation*
- *Appeal of a Planning Director's Decision*
- *Application with Director's decision for which a public hearing is requested*
- *Comprehensive Plan Map Amendment*
- *Comprehensive Plan Text Amendment*
- *Conditional Use Permit*
- *Demolition of National Register of Historic Places Structure (Public hearing held by the Historic Landmarks Committee)*
- *Planned Development*
- *Planned Development Amendment*
- *Tentative Subdivision (more than 10 lots)*
- *Urban Growth Boundary Amendment*

- ***Variance***
- ***Zone Change***
- ***Zoning Ordinance Text Amendment***
- ***Any application listed in Section 17.72.110 for which a public hearing is requested.***

The above applications are subject to the following submittal, notice, and hearing requirements:

- A. Applications must be filed not less than 35 (thirty-five) days prior to the date of the public hearing. Applications other than those involving text amendments or other legislative matters shall be reviewed for completeness as outlined above in Section 17.72.040.***

Response: The Conditional Use application was filed on July 21, 2026. The Applicant anticipates that the first evidentiary public hearing will occur at least 35 days after the application submittal as established by the City.

- B. The Director shall send a copy of the proposal to any agency or City department identified by the Director as having interest in the proposal including those agencies and departments responsible for determining compliance with state and federal requirements. The notified agency may provide written comment regarding the proposal.***

Response: The Applicant acknowledges that the Director has the responsibility to notify any agency or city department of the submitted application.

- C. An application to amend the comprehensive plan map, zoning ordinance text, comprehensive plan text or other application requiring notice to the Department of Land Conservation (DLCD) and Development Commission as a “post acknowledgment plan amendment” shall be submitted to the Planning Department a minimum of 55 (fifty-five) days prior to the date of the public hearing so that notice of the application can be provided to the DLCD.***

Response: The submitted application does not require notification to DLCD as a Post Acknowledgement Plan Amendment. The Applicant acknowledges that the application’s first evidentiary public hearing will be at least 35 days after submitting the application as established by the City.

- D. Notice of the public hearing shall be published in a newspaper of general circulation in the City, not less than five (5) days nor more than 15 (fifteen) days prior to the date of the public hearing.***

Response: The City will provide the required published notice for the public hearing meeting and the required timeline.

- E. Written notice of a variance request shall be mailed to the applicant and all property owners within 100 feet of the exterior boundary of the subject property, and within 200 feet of the exterior boundary of the***

subject property for an application for a conditional use permit not fewer than 20 (twenty) nor more than 30 (thirty) days prior to the date of the public hearing.

Response: The submitted application is not for a variance, and the criterion is not applicable.

- F. Written notice of a request for applications other than those involving text amendments or other legislative matters shall be mailed to the applicant and all property owners within 300 feet of the exterior boundary of the subject property, not fewer than 20 (twenty) nor more than 30 (thirty) days prior to the date of the public hearing.***

Response: Written notice was mailed by the City in accordance with the above criterion.

Written notice of an application to change a zone for all or part of a mobile home park shall be provided for the tenants of a mobile home park at least 20 (twenty) days but not more than 40 (forty) days before the date of the first public hearing on the application. (Ord. 5034 §2, 2017; Ord. 4984 §1, 2014).

Response: The submitted Conditional Use application does not propose a change to the zone for all or a part of a mobile home park and the criterion is not applicable.

17.72.130 Public Hearing Process. Public hearings shall be conducted as per requirements of McMinnville Ordinance No. 3682, as amended;

- A. A staff report shall be submitted to the review body, and shall be made available to the public at least seven (7) days before the date of the public hearing. Any public hearing may be continued to a specific date, time, and location by oral announcement of that specific date, time, and location prior to the hearing being recessed. This announcement is sufficient notice to all applicants, adverse parties, and interested persons, and no further notice is required.***

Response: The Applicant acknowledges that the City will provide a staff report at least seven days prior to scheduled public hearings on the submitted Conditional Use application.

[...]

- C. Quasi-judicial hearings: A quasi-judicial public hearing may be held over on the Planning Commission's own motion or on the request of any participant in the hearing who requests an opportunity to present additional evidence, arguments, or testimony on the application.***
- 1. Should a participant request an opportunity to present additional evidence, arguments, or testimony, the Planning Commission shall have the discretion to grant the request by either:***

- a. *Continuing the hearing to a specific date, time and location, provided the date is at least seven (7) days after the date of the initial evidentiary hearing or,*
 - b. *Holding the record open for the submission of additional written evidence, arguments, or testimony, provided that the record shall be left open for at least seven (7) days after the date of the initial evidentiary hearing.*
2. *A request for continuance or a request to keep the record open shall be granted provided that the request occurs before the conclusion of the initial evidentiary hearing and either;*
 - a. *There is sufficient time under ORS 197.178, or*
 - b. *The applicant requests or agrees to the extension of time.*
3. *Within 45 (forty-five) days following the public hearing on a quasi-judicial matter, and unless a continuance is announced, the Planning Commission shall make specific Findings of Fact. Based on the findings, the Planning Commission shall render a decision which shall either approve or deny the application, or approve the application in a different form.*
4. *Planning Commission decisions on the following applications shall be final unless an appeal is filed.*
 - *Appeal of Planning Director's Decision*
 - *Conditional Use Permit*
 - *Tentative Subdivision (with more than 10 lots)*
 - *Variance*
 - *Any application listed in Section 17.72.110 for which a public hearing is called.*
5. *Following the public hearing for all other quasi-judicial applications listed in Section 17.72.120, the Planning Commission shall make a recommendation to the City Council to approve or deny the application, or that the proposal be adopted or rejected, or that the application or proposal be approved in a different form.*
 - a. *If the decision of the Planning Commission recommends that an application be granted or that the proposal be adopted, or that the application be approved in a different form, the Planning Commission shall transmit to*

the City Council, a copy of the application, a scale drawing of the site, the minutes of the public hearing, the decision and findings of the Planning Commission, and any other materials deemed necessary for decision by the City Council.

- b. If the decision of the Planning Commission recommends that the application be denied, or the proposal rejected, no further proceedings shall be held by either the Planning Commission or City Council, unless an appeal of the Commission's decision is filed.*

6. Upon receipt of the decision of the Planning Commission to recommend approval the Council shall:

- a. Based on the material in the record and the findings adopted by Commission and transmitted to the City Council, adopt an ordinance effecting the proposed change, or;*
- b. Call for a public hearing on the proposal subject to the notice requirements stated in Section 17.72.120(D)-(F).*

Response: The Applicant understands the hearing process, continuance requests, leaving the record open, findings of fact, recommendations, and ordinance adoption process outlined in 1 – 6 above.

17.72.140 Mailed Notification. *The names and addresses of the property owners from the Yamhill County Assessor's Office most recent property tax assessment roll shall be used for the purposes of giving notice to affected parties. Failure of a person or persons to receive notice shall not impair the validity of the hearing.*

Response: The Applicant understands that the mailed notification will be derived from the Yamhill County Assessor's office property tax assessment roll.

17.72.150 Notice of Decision. *Within five (5) working days after a decision has been rendered, the Planning Department shall provide written notice of the decision to all parties who participated.*

Response: The Applicant recognizes that as decisions are made on the submitted Conditional Use application that the City of McMinnville Planning Department will provide notice of the decision within 5 working days.

17.72.160 Effective Date of Decision. *Unless an appeal is filed, a decision made by the Planning Director, or the Planning Commission shall become final fifteen (15) calendar days from the date that the notice of the decision is mailed. Unless an appeal is filed, a decision made by the City Council shall become final 21 (twenty-one) days from the date that the notice of decision is mailed. (Ord. 5106 §2, 2021)*

Response: The submitted application will require McMinnville City Council approval due to the concurrent application provision of MMC 17.72.070 following a review or a public hearing and the decision would become final 21 days after the date the notice of decision is mailed and that effective date for the ordinance is 30 days after adoption.

17.72.180 Appeal from Ruling of Planning Commission. *An action or ruling of the Planning Commission pursuant to this title may be appealed to the City Council within 15 (fifteen) calendar days of the date the written notice of the decision is mailed. Written notice of the appeal shall be filed with the City Planning Department and shall identify the decision sought to be reviewed, including the date of the decision and a statement of interest from the person seeking review specifying that they were party to the initial proceedings. If the appeal is not taken within the 15 (fifteen) day period, the decision of the Planning Commission shall be final. If the appeal is filed, the City Council shall receive a report and recommendation thereon from the Planning Commission and shall hold a public hearing on the appeal. Notice of a City Council hearing on an appeal of a decision of the Planning Commission shall take the form of that provided for the initial application before the Planning Commission*

Response: The proposed Conditional Use application is being processed concurrent with the Planned Development Amendment and Zone Change applications in accordance with MMC 17.72.070. The Applicant will adhere to the required appeal process.

17.72.190 Appeal from Ruling of City Council. *An action or ruling of the City Council may be appealed to the Land Use Board of Appeals (LUBA) within 21 (twenty-one) days of the date written notice of the decision is mailed.*

Response: The Applicant acknowledges that they have the right to appeal a City Council decision to LUBA within 21-days after notice of the decision is mailed.

Chapter 17.74: Review Criteria

17.74.010 Purpose. *The purpose of this chapter is to provide the approval criteria for the following applications:*

- *Comprehensive Plan Map Amendment*
- *Conditional Use Permit*
- *Planned Development Amendment*
- *Variance-Administrative*
- *Variance*
- *Zone Change (Planned Development)*

Response: The application is for a Conditional Use.

17.74.030 Authorization to Grant or Deny Conditional Use. *A conditional use listed in this ordinance shall be permitted, altered or denied in accordance with the standards and procedures of this chapter. In the case of a use existing prior to the effective date of this ordinance and classified in this ordinance as a conditional use, a change in the use or in lot area, or an alteration of any structure shall conform to the requirements for conditional uses. In judging whether or not a conditional use proposal shall be approved or denied, the Planning Commission shall weigh its appropriateness and desirability or the public convenience or necessity to be served against any adverse conditions that would result from authorizing the particular development at the location proposed and, to approve such use, shall find that the following criteria are either met, can be met by observance of conditions, or are not applicable:*

- A. The proposal will be consistent with the Comprehensive Plan and the objectives of the zoning ordinance and other applicable policies of the City;*
- B. That the location, size, design, and operating characteristics of the proposed development are such that it can be made reasonably compatible with and have minimal impact on the livability or appropriate development of abutting properties and the surrounding neighborhood, with consideration to be given to harmony in scale, bulk, coverage, and density; to the availability of public facilities and utilities; to the generation of traffic and the capacity of surrounding streets; and to any other relative impact of the development;*
- C. That the development will cause no significant adverse impact on the livability, value, or appropriate development of abutting properties of the surrounding area when compared to the impact of permitted development that is not classified as conditional;*
- D. The location and design of the site and structures for the proposal will be as attractive as the nature of the use and its setting warrants;*
- E. The proposal will preserve environmental assets of particular interest to the community;*
- F. The applicant has a bona fide intent and capability to develop and use the land as proposed and has no inappropriate purpose for submitting the proposal, such as to artificially alter property values for speculative purposes.*

Response:

- A. Compliance with the Comprehensive Plan is detailed in Section B below and is shown to be in compliance. Compliance with Zoning Ordinance objectives are detailed in the application and are in compliance.
- B. The location of the proposed Child Care Center is in an existing building that was approved by Ordinance 4509 to be used as a Child Care Facility. The size of the existing structure is 6,918

square feet and adequate to be used as a child care center as previously authorized by Ordinance 4509. The operating characteristics of the Child Care Center would be compatible with the surrounding single-family and multi-family development. The building is one-story in height, and a secure playground area can be provided on the north side of the building. The use would have minimal impact on the abutting residential development and neighborhood, based on the building scale, bulk, lot coverage and density as depicted in Figure 2 and Exhibit 3. The building is already connected to public facilities (water & sewer) and the traffic impact analysis indicates 133 daily trips would be created based on 35 students and that there would be 15 students that would come from the multi-family apartments for a total of 50 students. The surrounding street capacity can accommodate the Child Care Center and the proposed 68 apartment units which would create 422 daily trips. The combined Child Care Center and apartments would generate 555 daily trips.

- C. The existing building was used by Salvation Army as a Child Care Center per Ordinance 4509. The Application requests to re-establish that use as it has ceased for more than one-year. Salvation Army currently uses the building to further its organizational mission. Re-establishing the Child Care Center will not be adverse on the livability, value, or appropriate development of abutting properties of the surrounding area because the existing building is under use and was previously approved to operate as a Child Care Center. The proposed use would be compatible with the surrounding residential development and the proposed 68 apartment units. Three (3.05) acres (gross) of the overall site would be used for multi-family development and .63 acres (gross) for the Child Care Center.
- D. The building is an existing structure on the site and received prior City approval. There will be site improvements shown on the Conceptual Site Plan (Exhibit 3) for parking, landscaping, and outdoor play area. The exterior appearance of the existing structure is proposed to be updated and the interior may be remodeled to accommodate the use.
- E. There are no identified environmental assets at the location of the proposed Child Care Center. The area is already developed with a building, landscaping and parking. The building and most of the landscaping would be preserved, a new parking lot would be constructed on the west and south sides of the site, and a new playground area provided on the north side of the building.
- F. The Applicant or a mutual partner will improve and operate the Child Care Center. The proposed use is a need within the community and would support the proposed 68-unit apartment complex for residents proposed by the Planned Development Amendment and Zone Change applications.

The application meets the criteria.

17.74.040 Placing Conditions on a Conditional Use Permit. In permitting a new conditional use or the alteration of an existing conditional use, the Planning Commission may impose, in addition to those standards and requirements expressly specified by this ordinance, additional conditions which it finds necessary

to avoid a detrimental environmental impact and to otherwise protect the best interest of the surrounding area or the community as a whole. These conditions may include, but need not be limited to, the following:

- A. Limiting the manner in which the use is conducted including restrictions on the time a certain activity may take place and restraints to minimize such environmental effects as noise, vibration, air pollution, glare, and odor;***
- B. Establishing a special yard or other open space, lot area, or dimension;***
- C. Limiting the height, size, or location of a building or other structure;***
- D. Designating the size, number, location and nature of vehicle access points;***
- E. Increasing the amount of street dedication, roadway width, or improvements within the street right-of-way;***
- F. Designating the size, location, screening, drainage, surfacing, or other improvement of a parking area or truck loading area;***
- G. Limiting or otherwise designating the number, size, location, height and lighting of signs;***
- H. Limiting the location and intensity of outdoor lighting and requiring its shielding;***
- I. Requiring diking, screening, landscaping, or another facility to protect adjacent or nearby property and designating standards for its installation and maintenance;***
- J. Designating the size, height, location, and materials for a fence;***
- K. Protecting and preserving existing trees, vegetation, water resource, wildlife habitat, or other significant natural resource;***
- L. Such other conditions as will make possible the development of the City in an orderly and efficient manner in conformity with the intent and purposes set forth in this ordinance.***

Response: The Applicant understands that the Planning Commission can impose conditions on the Child Care Center to address detrimental environmental impacts and to otherwise protect the best interest of the surrounding area or the community as a whole. To assist the Planning Commission the following information is provided.

- A. The Child Care Center will be a Monday through Friday operation with general hours of 7 am to 6 pm. This limits the operation to daytime activities and minimizes environmental effects such as noise, vibration, air pollution, glare, and odor.
- B. The building is existing as previously approved. The playground area will be on the north side of the building in a secure fenced enclosure area. Site improvements including parking and landscaping. A future partition will establish the boundaries of the lot to be created and the preliminary lot line location is shown on Exhibit 3. The anticipated lot size would be .63 acres (gross).

- C. The building is existing as previously approved. The structure is one-story in height and 6,918 square feet in size. No new structures are proposed.
- D. Ordinance 4509 approved a driveway access on to NW 2nd Street. The Applicant is proposing to relocate the access to the west to align with NW Country Court to create a safer street and driveway intersection. Access to the site will be through a shared access easement as part of the development of the 68 apartment units on 3.05 acres (gross) of the overall 3.68 acre (gross) site. Access is also provided off of SW Almond Court which terminates at the east property line. The City Engineer has indicated SW Almond Street does not need to extend through the site to NW 2nd Street. McMinnville Fire District has indicated that one access point would be required for the Child Care Center and 68 apartments. Two accesses are proposed to provide sufficient emergency service access.
- E. Based on information provided by the City and requirements of the Transportation System Plan 8 feet of right-of-way dedication will be required along NW 2nd Street. The Applicant is aware of the right-of-way dedication requirement. The City will need to determine if widening the existing roadway would be required.
- F. The parking area for the Child Care Center is shown on Exhibit 3. The parking area will be to the west and south of the existing building. Eighteen spaces are represented. Two of the spaces would be designated as the pick-up and drop-off zone. The parking lot will be paved with asphalt and connected to the stormwater system. Landscaping will be provided around the perimeter of the parking lot. No truck loading is proposed.
- G. There is one existing monument sign on the site of the Child Care Center that would be removed. A new sign would be located to the west of the parking and west of the building for visibility to NW 2nd Street.
- H. There is existing wall lighting on the building that will remain or upgraded and necessary. New parking lot lighting will be provided.
- I. The Child Care Center would be adjacent to an existing single-family dwelling located to the east. There is an existing fence along this property line. There is also landscaping along the east side of the Child Care Center site.
- J. There is an existing fence along the east property line. A playground area will be located on the north side of the building. This area will be fenced for security purposes for users of the Child Care Center in accordance with OAR 414-305-0920.
- K. Existing trees are intended to be retained on the Child Care Center site. There are no significant natural resources, water source, or wildlife habitat locations on the site.
- L. The Applicant does not anticipate other conditions.

17.74.050 Compliance with Zone Standards-Exception. A conditional use shall comply with the standards of the zone in which it is located, except as these standards have been modified in authorizing the conditional use or as otherwise modified as follows:

- A. Setbacks. In a residential zone, yards shall be at least one-half the height of the principal structure. In any zone, yards greater than the standard of the zone in which the use is located may be required;**
- B. Limitations on access to lots and on openings to buildings. The City may limit or prohibit vehicular access from a conditional use to a residential street not designated as an arterial street on an officially adopted street plan, and it may limit or prohibit openings in sides of a building or structure permitted as a conditional use within fifty feet of a residential zone if such openings will cause glare, excessive noise, or other adverse effects on adjacent residential properties;**
- C. Utility substation or pumping substation. The minimum lot size of the zone in which a public utility facility is to be located may be waived only on finding that the waiver will not result in noise or other detrimental effect on adjacent property. No equipment storage shall be permitted on the site in a residential zone. Such uses shall be fenced and provided with landscaping as found necessary.**

Response:

- A. The site for the Child Care Centre would be in a residential zone, proposed to be R-4. The building is existing and previously approved. The existing building is approximately 16 feet in height based on drawings from 2010 from a building expansion project. The east building setback is 16.8 feet. The setback to the proposed south property line will be established through a separate partition process will be approximately 30 feet. The setback to the proposed west property line to be established through a separate partition process will be approximately 23 feet. The north setback to NW 2nd Street will be approximately 15.7 feet after the 8-foot right-of-way dedication.

	Existing Site Before ROW Dedication (approx. ft)	After ROW Dedication (approx. ft)	Proposed Partition Line after ROW Dedication (approx. ft)
North	23.7	15.7	15.7
South	300	300	30
East	16.8	16.8	16.8
West	263	263	23

- B. Ordinance 4509 approved a driveway access on to NW 2nd Street. The Applicant is proposing to relocate that access to the west to align with NW Country Court to create a safer street and

driveway intersection. Access to the site will be through a shared access easement as part of the development of the 68 apartment units on 3.05 acres (gross) of the overall 3.68 acre (gross) site. Access is also provided off of SW Almond Court which terminates at the east property line. The City Engineer has indicated SW Almond Street does not need to extend through the site to NW 2nd Street. McMinnville Fire District has indicated that one access point would be required for the Child Care Center and 68 apartments. Two accesses are proposed to provide sufficient emergency service access.

Openings into the existing building are located on the east elevation as ADA accessible, the west elevation and north elevation. The facility entrance is proposed to be modified so that the main entrance would be on the southwest elevation.

- C. Not applicable because the proposed use is not a utility substation or pumping substation.

17.74.060 Use Conveyed with Property-Termination Condition and Procedures.

- A. Subject to the provisions of this section, a conditional use shall become a property right and shall be conveyed to the benefit of the owner or other person(s) entitled to possession regardless of transfer of title or interest unless otherwise specified by the Planning Commission at the time of approval;***
- B. Each conditional use permit issued after the effective date of this ordinance codified in this section shall be terminated if:***
 - 1. Construction or remodeling for the conditional use as approved has not been started within one year of the date specified on a development schedule approved with the conditional use, or in case no such development schedule was approved, within one year of the effective date of approval.***
 - 2. Construction once commenced does not substantially progress for a one-year period.***
 - 3. After completion of the construction or remodeling, the approved use as authorized by the permit lapses for any one-year period.***
 - 4. There is a failure to meet any condition as may be specifically required by the Planning Commission at the time of approval of a conditional use;***
- C. The Planning Director shall determine if a conditional use is in compliance with this section and any conditions imposed by the Planning Commission. At such time as a conditional use becomes subject to termination as provided in this section, the Planning Director shall notify, in writing, the legal owner of record or the occupant. The notice shall explain the reasons for which the conditional use will be terminated. Notice of termination will be***

delivered by registered mail. A receipt of delivery will be returned to the Planning Director;

- D. An action or ruling of the Planning Director pursuant to this section may be appealed to the Planning Commission within 30 (thirty) days after the recorded date of delivery of the notice of termination. In the event the notice is not deliverable or acceptance is refused or unclaimed, the 30 (thirty) days in which an appeal may be filed shall be computed from the date of mailing. The decision of the Planning Director is final if the appeal is not taken within the (30) thirty day period. If the appeal is filed, the Commission shall receive a report and recommendation thereon from the Planning Director and shall hold a public hearing on the appeal pursuant to Section 17.72.130. The conditional use shall be invalid during the appeal process;***
- E. Upon termination of a conditional use, the property shall thereafter be used in accordance with the zoning ordinance and other applicable plans, ordinances, resolutions, rules, and regulations unless a conditional use or other action is subsequently approved.***

Response:

- A. The Applicant acknowledges the Conditional Use is a property right.
- B. The Applicant is aware of the termination provisions and will comply with the requirements.
- C. The Applicant is aware of the termination provisions and will comply with the requirements.
- D. The Applicant is aware of the appeal provisions for termination of a Conditional Use.
- E. The Applicant is aware of the requirements if the Conditional Use is terminated the property shall thereafter be used in accordance with the zoning ordinance and other applicable plans, ordinances, resolutions, rules, and regulations.

B. MCMINNVILLE COMPREHENSIVE PLAN

CHAPTER II: NATURAL RESOURCES

GOAL II 1: TO PRESERVE THE QUALITY OF THE AIR, WATER, AND LAND RESOURCES WITHIN THE PLANNING AREA.

LAND

Policies:

- 1.00** *Urbanizable lands outside the city limits, but inside the Urban Growth Boundary, shall be retained, whenever possible, in agricultural use until such time as they are needed for urban development.*

Response: The subject site is currently within the city limits and within the Urban Growth Boundary. The subject property is 3.68 acres (gross) in size and is partially developed with the Salvation Army building, parking lot and outdoor play area. The balance of the site is an undeveloped field of grass. No agricultural activities are occurring.

- 2.00** *The City of McMinnville shall continue to enforce appropriate development controls on lands with identified building constraints, including, but not limited to, excessive slope, limiting soil characteristics, and natural hazards.*

Response: The subject site where the Child Care Center is located does not have any designated development constraints or natural hazards in the Comprehensive Plan or zoning regulations. The location of the .63 acres (gross) of the 3.68 acre (gross) site has no identified constraints.

- 3.00** *The City of McMinnville shall review any identified mineral and aggregate resource locations to determine the quality of the material, the likelihood that it will be extracted and the compatibility of the site with surrounding land uses. The City shall seek to resolve any conflicts between aggregate resource locations and surrounding land uses, and shall protect, whenever possible, mineral and aggregate resources from future encroachment by incompatible uses, especially residential uses.*

Response: No designation exists for the subject property for mineral or aggregate resources according to City GIS data and does not apply.

- 4.00** *The City of McMinnville, in cooperation with the Oregon Department of Geologic and Mineral Industries, shall insure that aggregate sites are reclaimed after their usefulness has expired.*

Response: No designation exists for the subject property for mineral or aggregate resources and does not apply.

AIR

Policies:

- 5.00 – 7.00**

Response: Policies 5.00 - 7.00 are not applicable because the proposal does not impact DEQ, and no air quality permit would be required, and no new major emissions would be generated from Child Care Center.

WATER

Policies:

- 8.00** *The City of McMinnville shall continue to seek the retention of high water quality standards as defined by federal, state, and local water quality codes, for all the water resources within the planning area.*
- 9.00** *The City of McMinnville shall continue to designate appropriate lands within its corporate limits as "floodplain" to prevent flood induced property damages and to retain and protect natural drainage ways from encroachment by inappropriate uses.*
- 10.00** *The City of McMinnville shall cooperate with the Oregon Department of Environmental Quality, the Mid-Willamette Valley Council of Governments, and other appropriate agencies and interests to maintain water quality and to implement agreed upon programs for management of the water resources within the planning area.*
- 11.00** *The City of McMinnville shall cooperate with McMinnville Water and Light, the Bureau of Land Management, and Yamhill County to insure that the land use development actions allowed in and around the municipal watershed do not lessen the water quality of the municipal water system below acceptable federal, state, and local standards.*

Response:

- 8.00 - The subject property is not a water resource location.
- 9.00 – The site does not have a floodplain designation.
- 10.00 – The site can be served by McMinnville Water & Light for water service.
- 11.00 – The site is outside of the municipal water shed area in the coast range.

NOISE

Policies:

- 12.00** *The City of McMinnville shall insure that the noise compatibility between different land uses is considered in future land use decisions and that noise control measures are required and instituted where necessary.*

Response: The subject site is proposed as R-4 for a Child Care Center which would be compatible with surrounding residential uses to the north, south, east and west. The development would need to comply with noise regulations in MMC 8.10.260.

CHAPTER III CULTURAL, HISTORICAL, AND EDUCATIONAL RESOURCES

GOAL III 1: TO PROVIDE CULTURAL AND SOCIAL SERVICES AND FACILITIES COMMENSURATE WITH THE NEEDS OF OUR EXPANDING POPULATION, PROPERLY LOCATED TO SERVICE THE COMMUNITY AND TO PROVIDE POSITIVE IMPACTS ON SURROUNDING AREAS.

Response: The subject site is not identified as a cultural resource site.

HISTORIC PRESERVATION

GOAL III 2: TO PRESERVE AND PROTECT SITES, STRUCTURES, AREAS, AND OBJECTS OF HISTORICAL, CULTURAL, ARCHITECTURAL, OR ARCHAEOLOGICAL SIGNIFICANCE TO THE CITY OF McMINNVILLE.

Policies:

15.00 – 17.01

Response: Policies 15.00 – 17.01 do not apply because the subject site does not contain historical, cultural, architectural, or archaeological sites, structures or objects of significance. Therefore, this chapter does not apply to the submitted Conditional Use application.

GOAL III 3: INCREASE PUBLIC AWARENESS AND UNDERSTANDING OF McMINNVILLE'S HISTORY AND ITS HISTORIC PRESERVATION PROGRAM.

Policies:

17.02 – 17.05

Response: Policies 17.02 – 17.05 do not apply because the subject site does not contain historical, cultural, architectural, or archaeological sites, structures or objects of significance. Therefore, this chapter does not apply to the submitted Conditional Use application.

GOAL III 4: ENCOURAGE THE PRESERVATION AND REHABILITATION OF HISTORIC RESOURCES.

Policies:

17.06 – 17.07

Response: Policies 17.06 – 17.07 do not apply because the subject site does not contain historical, cultural, architectural, or archaeological sites, structures or objects of significance. Therefore, this chapter does not apply to the submitted Conditional Use application.

GOAL III 5: DOCUMENT AND PROTECT HISTORIC RESOURCES.

Policies:

17.08 – 17.13

Response: Policies 17.08 – 17.13 do not apply because the subject site does not contain historical, cultural, architectural, or archaeological sites, structures or objects of significance. Therefore, this chapter does not apply to the submitted Conditional Use application.

GOAL III 6: INCREASE HERITAGE TOURISM.

Policies:

17.14 Amplify the heritage tourism program for McMinnville.

Response: Policy 17.14 does not apply because the subject site does not contain historical, cultural, architectural, or archaeological sites, structures or objects of significance. Therefore, this chapter does not apply to the submitted Conditional Use application.

EDUCATION

GOAL III 7: TO PROVIDE FOR THE EDUCATIONAL NEEDS OF McMINNVILLE THROUGH THE PROPER PLANNING, LOCATION, AND ACQUISITION OF SCHOOL SITES AND FACILITIES.

Policies:

18.00 – 20.00

Response: Policies 18.00 – 20.00 do not apply because the application does not propose educational facilities. Existing educational facilities are provided within McMinnville by other providers, agencies or entities. A Child Care Center is proposed to operate in the existing Salvation Army building.

CHAPTER IV ECONOMY OF McMINNVILLE

GOAL IV 1: TO ENCOURAGE THE CONTINUED GROWTH AND DIVERSIFICATION OF McMINNVILLE'S ECONOMY IN ORDER TO ENHANCE THE GENERAL WELL-BEING OF THE COMMUNITY AND PROVIDE EMPLOYMENT OPPORTUNITIES FOR ITS CITIZENS.

Response: The subject property would be developed for apartments on approximately 3.05 acres (gross) of the 3.68 acre (gross) site. Approximately .63 acres (gross) of the site would be used for a Child Care Center. Residents and operation functions of the Child Care Center would be obtaining goods and services from existing commercial operations within the city supporting the economy.

COMMERCIAL DEVELOPMENT

GOAL IV 2: TO ENCOURAGE THE CONTINUED GROWTH OF McMINNVILLE AS THE COMMERCIAL CENTER OF YAMHILL COUNTY IN ORDER TO PROVIDE EMPLOYMENT OPPORTUNITIES, GOODS, AND SERVICES FOR THE CITY AND COUNTY RESIDENTS.

Policies:

21.00 – 21.05

Response: Policies 21.00 – 21.05 do not apply because the proposal is not to designate the subject property for commercial uses. The proposed use is a Child Care Center as a Conditional Use in the R-4 zone.

GOAL IV 3: TO ENSURE COMMERCIAL DEVELOPMENT THAT MAXIMIZES EFFICIENCY OF LAND USE THROUGH UTILIZATION OF EXISTING COMMERCIALLY DESIGNATED LANDS, THROUGH APPROPRIATELY LOCATING FUTURE NEIGHBORHOOD-SERVING AND OTHER COMMERCIAL LANDS, AND DISCOURAGING STRIP DEVELOPMENT.

General Policies:

22.00 – 24.00

Location Policies:

24.50 – 28.00

Design Policies:

29.00 – 35.00

Response: Policies 22.00 – 35.00 do not apply because the proposal is not to designate the subject property for commercial uses. The proposed use is a Child Care Center as a Conditional Use in the R-4 zone.

GOAL IV 4: TO PROMOTE THE DOWNTOWN AS A CULTURAL, ADMINISTRATIVE, SERVICE, AND RETAIL CENTER OF McMinnville.

Downtown Development Policies:

36.00 – 46.03

Response: Policies 36.00 – 46.03 do not apply because the proposal is not to designate the subject property for commercial uses in the downtown area. The proposed use is a Child Care Center as a Conditional Use in the R-4 zone.

INDUSTRIAL DEVELOPMENT

GOAL IV 5: TO CONTINUE THE GROWTH AND DIVERSIFICATION OF McMinnville's Industrial Base Through the Provision of an Adequate Amount of Properly Designated Lands.

GOAL IV 6: TO INSURE INDUSTRIAL DEVELOPMENT THAT MAXIMIZES EFFICIENCY OF LAND USES, THAT IS APPROPRIATELY LOCATED IN RELATION TO SURROUNDING LAND USES, AND THAT MEETS NECESSARY ENVIRONMENTAL STANDARDS.

General Policies:

47.00 – 57.00

Response: Policies 47.00 – 57.00 do not apply because the proposal is not to designate the subject property for industrial uses. The proposed use is a Child Care Center as a Conditional Use in the R-4 zone.

CHAPTER V HOUSING AND RESIDENTIAL DEVELOPMENT

GOAL V 1: TO PROMOTE DEVELOPMENT OF AFFORDABLE, QUALITY HOUSING FOR ALL CITY RESIDENTS.

General Housing Policies:

58.00 City land development ordinances shall provide opportunities for development of a variety of housing types and densities.

59.00 Opportunities for multiple dwelling and mobile home developments shall be provided in McMinnville to encourage lower-cost renter and owner-occupied housing. Such housing shall be located and developed according to the residential policies in this plan and the land development regulations of the City.

60.00 Attached single dwellings and common property ownership arrangements (condominiums) shall be allowed in McMinnville to encourage land-intensive, cost-effective, owner-occupied dwellings.

61.00 The City of McMinnville shall monitor the conversion of lands to residential use to insure that adequate opportunities for development of all housing types are assured. Annual reports on the housing development pattern, housing density and mix shall be prepared for city review.

Response:

58.00 – The subject site is 3.68 acres (gross) in size with approximately .63 acres (gross) proposed for the Child Care Center. The Child Care Center would support the proposed R-4 zone for the 68 multi-family dwelling units on 3.05 acres (gross) of the site and surrounding residential areas.

59.00 - The subject site is 3.68 acres (gross) in size with approximately .63 acres (gross) proposed for the Child Care Center. The Child Care Center would support the proposed R-4 zone for the 68 multi-family dwelling units on 3.05 acres (gross) of the site and surrounding residential areas.

60.00 - The application does not propose attached single-family dwellings or common property ownership (condominiums).

61.00 – Not applicable because the City has the responsibility to prepare the annual report on housing development pattern, density and mix. The proposed Child Care center would support the adjoining proposed multi-family housing project and would add to the mix of housing types offered in McMinnville.

Housing Rehabilitation Policies:

62.00 *The maintenance, rehabilitation, and restoration of existing housing in residentially designated areas shall be encouraged to provide affordable housing.*

63.00 *The utilization of federal and state loan and grant programs, as well as private sector financing, shall be encouraged to rehabilitate substandard housing.*

Response:

62.00 – Not applicable because the proposed use is a Child Care Center.

63.00 – Not applicable because the proposed use is a Child Care Center.

Low-Cost Housing Policies:

64.00 *The City of McMinnville shall work in cooperation with other governmental agencies, including the Mid-Willamette Valley Council of Governments and the Yamhill County Housing Authority, and private groups to determine housing needs, provide better housing opportunities and improve housing conditions for low and moderate income families.*

65.00 *The City of McMinnville shall coordinate with the Mid-Willamette Valley Council of Governments to develop a “fair share” plan to allocate low-cost housing throughout the tri-county region.*

66.00 *The City of McMinnville shall continue to allow development of its fair share of the region’s low-cost housing. The share accepted will be based on quantifiable studies which take into account the amount of the low-cost housing already in the community and the overall housing opportunities in the city and region.*

67.00 *Subsidized low-cost housing shall be dispersed throughout the McMinnville urban area. Dispersal plans shall be coordinated with appropriate agencies.*

Response:

64.00 - Not applicable because the proposed use is a Child Care Center.

65.00 – Not applicable because the proposed use is a Child Care Center.

66.00 - Not applicable because the proposed use is a Child Care Center.

67.00 – Not applicable because the proposed use is a Child Care Center.

GOAL V 2: TO PROMOTE A RESIDENTIAL DEVELOPMENT PATTERN THAT IS LAND INTENSIVE AND ENERGY-EFFICIENT, THAT PROVIDES FOR AN URBAN LEVEL OF PUBLIC AND PRIVATE SERVICES, AND THAT ALLOWS UNIQUE AND INNOVATIVE DEVELOPMENT TECHNIQUES TO BE EMPLOYED IN RESIDENTIAL DESIGNS.

Policies:

Response: Policy 68.00 and Policies 70.00 – 71.13 do not apply because the proposed use is a Child Care Center and not residential housing.

69.00 The City of McMinnville shall explore the utilization of innovative land use regulatory ordinances which seek to integrate the functions of housing, commercial, and industrial developments into a compatible framework within the city.

Response: Child Care Centers are a use allowed with conditional use approval in the proposed R-4 zone. Approval of the Conditional Use request would integrate a needed activity in close proximity to residential development both existing and proposed.

The policy is met.

Planned Development Policies:

Policies:

Response: Policies

72.00 Planned developments shall be encouraged as a favored form of residential development as long as social, economic, and environmental savings will accrue to the residents of the development and the city.

73.00 Planned residential developments which offer a variety and mix of housing types and prices shall be encouraged.

74.00 Distinctive natural, topographic, and aesthetic features within planned developments shall be retained in all development designs.

75.00 Common open space in residential planned developments shall be designed to directly benefit the future residents of the developments. When the open space is not dedicated to or accepted by the City, a mechanism such as a homeowners association, assessment district, or escrow fund will be required to maintain the common area.

76.00 Parks, recreation facilities, and community centers within planned developments shall be located in areas readily accessible to all occupants.

77.00 The internal traffic system in planned developments shall be designed to promote safe and efficient traffic flow and give full consideration to providing pedestrian and bicycle pathways.

78.00 Traffic systems within planned developments shall be designed to be compatible with the circulation patterns of adjoining properties.

Response:

72.00 – The subject site is within the Jandina Planned Development and was approved by Ordinance 3939 in July 1978. Social, economic, and environmental savings were determined at that time to benefit the residents of the development and the city. The Planned Development was amended two times since its initial adoption and determined to be of benefit to the residents of the development and the city. This proposal is to re-activate and authorize the Child Care Center approved in the Planned Development previously by Ordinance 4509.

73.00 – The Child Care Center Conditional Use request would not impede housing in the Jandina Planned Development. A variety of housing was developed in the Jandina Planned Development which includes detached single-family, duplexes and apartments. The subject site is the remaining undeveloped area of the Planned Development. Separate applications have been submitted for a Zone Change to R-4 and a Planned Development Amendment to allow for development of 68 multifamily dwelling units and the Child Care Center. The Child Care Center would assist in providing a needed function to serve the dwellings in the Planned Development and the surrounding residential areas.

74.00 – The subject site is the last remaining undeveloped area within the Jandina Planned Development this is not identified for parks or open space areas. The site is predominantly an open field with the exception of the Salvation Army building, parking lot and playground located at the northeast corner of the site.

75.00 – The common open space area within the Planned Development is the West McMinnville Linear Path which has been improved. This open space area benefits the residents of the Jandina Planned Development and surrounding residential development. The linear path is owned by the City of McMinnville.

76.00 - The common open space area within the Planned Development is the West McMinnville Linear Path which has been improved. This open space area benefits the residents of the Jandina Planned Development and surrounding residential development. The linear path is owned by the City of McMinnville. The future Quarry Park located northeast of the subject site and north of NW 2nd Street when developed will provide additional active park space for residents within the Jandina Planned Development area.

77.00 - The transportation system in the Jandina Planned Development is existing and was improved with the Jandina, Jandina Second Addition and Jandina Third Addition subdivision developments. No modification to the existing system is proposed. NW 2nd Street directly fronts the subject property.

78.00 - The transportation system in the Jandina Planned Development connects to the broader transportation system to the north, east, south and west as depicted in the Transportation System Plan (2010, incorporated by reference).

The policies have been met.

Residential Design Policies:

Policies:

Response: Policies 79.00 – 83.00 do not apply because the proposed use is a Child Care Center in an existing structure and is not a residential building.

Low-Cost Housing Development Policies:

Response: Policy 84.00 does not apply because the proposed use is a Child Care Center in an existing structure and is not a multiple dwelling or low cost housing.

Multiple Dwelling Development Policies:

Policies:

Response: Policies 86.00 – 92.03 do not apply because the proposed use is a Child Care Center in an existing structure and is not a multiple dwelling development.

Manufactured Home Development Policies:

Policies:

Response: Policies 93.00 – 98.00 do not apply because the proposed use is a Child Care Center in an existing structure and is not a manufactured home development.

Urban Policies:

Response: Policy 99.00 does not apply because the proposed use is a Child Care Center in an existing structure and not residential development. The Jandina Planned Development has sanitary sewer, storm sewer, streets and water system that serve the site for the Child Care Center.

Lot Sales Policy:

Policy:

99.10

Response: Policy 99.10 is not applicable because lots will not be made available for sale in the proposed development.

CHAPTER VI TRANSPORTATION SYSTEM

GOAL VI 1: TO ENCOURAGE DEVELOPMENT OF A TRANSPORTATION SYSTEM THAT PROVIDES FOR THE COORDINATED MOVEMENT OF PEOPLE AND FREIGHT IN A SAFE AND EFFICIENT MANNER.

MASS TRANSPORTATION

Policies:

100.00 – 105.00

Response: Policies 100.00 – 105.00 do not apply because a mass transit facility is not proposed at the subject site.

TRANSPORTATION DISADVANTAGED

Policies:

106.00 – 107.00

Response: Policies 106.00 – 107.00 do not apply because they are City of McMinnville responsibilities to coordinate with providers for transportation disadvantaged individuals.

RAIL

Policies:

108.00 – 112.00

Response: Policies 108.00 – 112.00 do not apply because the proposed request is not related to rail facilities.

AIR

Policies:

113.00 – 116.00

Response: Policies 113.00 – 116.00 do not apply because the proposed request is not related to air transport facilities.

STREETS

Policies:

Response: Policies 123.00 – 125.00 are not applicable because the application does not require coordination with other governmental entities on maintenance of the road network and the site is not along Highway 99W. Kittelson and Associates contacted the Oregon Department of Transportation (ODOT) on analysis of NW 2nd Street and Highway 99W and no analysis was required. (Exhibit 15).

117.00 ***The City of McMinnville shall endeavor to insure that the roadway network provides safe and easy access to every parcel.***

Response: The subject property has frontage on NW 2nd Street which provides access to the site. The site also has access from SW Filbert Street via SW Almond Court on its east property line. The McMinnville Transportation System Plan (2010, incorporated by reference) identifies the transportation system to provide access to parcel and complies with the policy.

- 118.00** ***The City of McMinnville shall encourage development of roads that include the following design factors:***
- 1. Minimal adverse effects on, and advantageous utilization of, natural features of the land.***
 - 2. Reduction in the amount of land necessary for streets with continuance of safety, maintenance, and convenience standards.***
 - 3. Emphasis placed on existing and future needs of the area to be serviced. The function of the street and expected traffic volumes are important factors.***
 - 4. Consideration given to Complete Streets, in consideration of all modes of transportation (public transit, private vehicle, bike, and foot paths).***
 - 5. Connectivity of local residential streets shall be encouraged. Residential cul-de-sac streets shall be discouraged where opportunities for through streets exist***

Response: No new public roadways would be proposed by the Child Care Center. Improvements would occur along the subject site's frontage with NW 2nd Street in accordance with the Transportation System Plan (2010, incorporated by reference) and city regulations.

- 119.00** ***The City of McMinnville shall encourage utilization of existing transportation corridors, wherever possible, before committing new lands.***
- 120.00** ***The City of McMinnville may require limited and/or shared access points along major and minor arterials, in order to facilitate safe access flows.***
- 121.00** ***The City of McMinnville shall discourage the direct access of small- scale residential developments onto major or minor arterial streets and major collector streets.***

Response:

119.00 – NW 2nd Street is an existing transportation corridor. SW Filbert Street and SW Almond Court are also existing transportation corridors. No new roadways are proposed to be constructed, and the existing transportation system would be utilized.

120.00 – The subject site would have access off NW 2nd Street at one location. A secondary access would be provided off of SW Almond Court to allow for emergency services responses and circulation. This will provide safe access for the Child Care Center and complies with the policy. Access locations for emergency services have been discussed with the McMinnville Fire Department, and one access location is required , but the Site Concept proposes two access points.

121.00 – Access to a minor arterial is proposed. This access was originally approved by Ordinance 4509. The Child Care Center and adjoining proposed multifamily development proposes to relocate the access location to the west to align with NW Country Court to create a safer access than the current off-set accesses. NW 2nd Street is classified as a Minor Arterial (TSP Exhibit 2-3, incorporated by reference).

122.00: *The City of McMinnville shall encourage the following provisions for each of the three functional road classifications:*

1. Major, minor arterials.

–Access should be controlled, especially on heavy traffic-generating developments.

–Designs should minimize impacts on existing neighborhoods.

–Sufficient street rights-of-way should be obtained prior to development of adjacent lands.

–On-street parking should be limited wherever necessary.

–Landscaping should be required along public rights-of-way. (Ord.4922, February 23, 2010)

2. Major, minor collectors.

–Designs should minimize impacts on existing neighborhoods.

–Sufficient street rights-of-way should be obtained prior to development of adjacent lands.

–On-street parking should be limited wherever necessary.

–Landscaping should be required along public rights-of-way. (Ord.4922, February 23, 2010)

–As far as is practical, residential collector streets should be no further than 1,800 feet apart in order to facilitate a grid pattern of collector streets in residential areas.

3. Local Streets

–Designs should minimize through-traffic and serve local areas only.

–Street widths should be appropriate for the existing and future needs of the area.

–Off-street parking should be encouraged wherever possible.

–Landscaping should be encouraged along public rights-of- way.

Response:

122.00 – NW 2nd Street is classified as a Minor Arterial. The roadway exists and minimizes the impact in the broader neighborhood area. Right-of-way dedication is anticipated along with street frontage improvements as required by the City to meet the Minor Arterial street cross section requirements and complies with the policy. No on-street parking is allowed on NW 2nd Street on the south side of the street. On-street parking is currently allowed on the north side of the street.

SW Almond Court terminates at the east property line and transitions into an onsite drive aisle. The roadway system within the area is established and is represented in the Transportation System Plan. The Traffic Impact Analysis analyzes the traffic volume generated from the proposed development recommending frontage improvements along NW 2nd Street and installation of a stop sign on-site at the access to NW 2nd Street. The transition of SW Almond Court to the on-site drive aisle will be designed to meet city standards. (Exhibit 15).

PARKING

Policies:

- 126.00** ***The City of McMinnville shall continue to require adequate off-street parking and loading facilities for future developments and land use changes.***
- 127.00** ***The City of McMinnville shall encourage the provision of off-street parking where possible, to better utilize existing and future roadways and rights-of-way as transportation routes.***
- 128.00** ***The City of McMinnville shall continue to assist in the provision of parking spaces for the downtown area.***

Response:

126.00 - As shown on the Conceptual Site Plan parking for the Child Care Center would be located on-site within the approximately .63 acre (gross) site and not within the public right-of-way (Exhibit 3).

127.00 – Development of the Child Care Center will comply with city off-street parking standards.

128.00 – Not applicable because the site is not in the downtown area.

BIKE PATHS

Policies:

Response: Policies 129.00 – 132.00 do not apply because bicycle paths were developed as part of the Jandina Planned Development.

SYSTEM PLAN

- 132.23.00** *The McMinnville Transportation System Plan shall be updated as necessary to remain consistent with: (a) the city's land use plan; (b) regional and statewide plans; and (c) the applicable local, State, and federal law. (Ord. 4922, February 23, 2010)*

Response: Not applicable to the application. Updates to the TSP are the responsibility of the City of McMinnville.

COMPLETE STREETS

- 132.24.00** *The safety and convenience of all users of the transportation system including pedestrians, bicyclists, transit users, freight, and motor vehicle drivers shall be accommodated and balanced in all types of transportation and development projects and through all phases of a project so that even the most vulnerable McMinnville residents – children, elderly, and persons with disabilities – can travel safely within the public right-of-way. Examples of how the Compete Streets policy is implemented:*

- 1.** *Design and construct right-of-way improvements in compliance with ADA accessibility guidelines (see below).*
- 2.** *Incorporate features that create a pedestrian friendly environment, such as:*
 - a.** *Narrower traffic lanes;*
 - b.** *Median refuges and raised medians;*
 - c.** *Curb extensions (“bulb-outs”);*
 - d.** *Count-down and audible pedestrian signals;*
 - e.** *Wider sidewalks;*
 - f.** *Bicycle lanes; and*
 - g.** *Street furniture, street trees, and landscaping*
- 3.** *Improve pedestrian accommodation and safety at signalized intersections by:*
 - a.** *Using good geometric design to minimize crossing distances and increase visibility between pedestrians and motorists.*
 - b.** *Timing signals to minimize pedestrian delay and conflicts.*
 - c.** *Balancing competing needs of vehicular level of service and pedestrian safety. (Ord. 4922, February 23, 2010)*

Response: Improvements to NW 2nd Street will be provided based on requirements from the City that implement the Complete Street policy as applicable to the identified roadway frontage and complies with the policy.

MULTI-MODAL TRANSPORTATION SYSTEM

- 132.25.00** *The transportation system for the McMinnville planning area shall consist of an integrated network of facilities and services for a variety of motorized and non-motorized travel modes.*

Response: The McMinnville TSP identifies a multi-modal transportation system. NW 2nd Street accommodates vehicles and pedestrians to implement the Plan. SW Fibert Street and SW Almond Court provide additional transportation connectivity for motorized and non-motorized travel modes and complies with the policy. The Traffic Impact Analysis (Exhibit 15) further details the proposed development's impact on the transportation system.

CONNECTIVITY AND CIRCULATION

- 132.26.00** *The vehicle, pedestrian, transit, and bicycle circulation systems shall be designed to connect major activity centers in the McMinnville planning area, increase the overall accessibility of downtown and other centers, as well as provide access to neighborhood residential, shopping, and industrial areas, and McMinnville's parks and schools.*
- 132.26.05** *New street connections, complete with appropriately planned pedestrian and bicycle features, shall be incorporated in all new developments consistent with the Local Street Connectivity map.*

Response:

132.26.00 – Streets in the immediate vicinity include NW 2nd Street, SW Filbert Street and SW Almond Court. These roadways are part of an overall comprehensive transportation system providing vehicle, pedestrian, transit, and bicycle circulation to activity centers, parks, schools, and neighborhood areas and complies with the policy.

132.26.05 – Not applicable because no new street connections are proposed.

SUPPORTIVE OF GENERAL LAND USE PLAN DESIGNATIONS AND DEVELOPMENT PATTERNS

- 132.27.00** *The provision of transportation facilities and services shall reflect and support the land use designations and development patterns identified in the McMinnville Comprehensive Plan. The design and implementation of transportation facilities and services shall be based on serving current and future travel demand—both short-term and long-term planned uses.*

Response: NW 2nd Street is a Minor Arterial. SW Filbert Street is a Neighborhood Collector (Connector) and SW Almond Court is a Local Street. These roadway designations support the Comprehensive Plan designation for Residential and other uses allowed in a residential zone given the location of the subject property and complies with the policy.

REGIONAL MOBILITY

- 132.28.00** *A balanced system of transportation facilities and services shall be designed for the McMinnville planning area to accommodate the mobility needs of residents, businesses, and industry.*

Response: The McMinnville Transportation System Plan establishes a balanced system of transportation facilities and services. Development of the subject property will improve the abutting transportation system (NW 2nd Street) to City requirements as required and complies with the policy. The Traffic Impact Analysis (Exhibit 15) further details the proposed developments impact on the transportation system.

GROWTH MANAGEMENT

- 132.29.00** *The construction of transportation facilities in the McMinnville planning area shall be timed to coincide with community needs, and shall be implemented so as to minimize impacts on existing development. Prioritization of improvements should consider the City's level of service standards.*

Response: The McMinnville Transportation System Plan establishes a transportation system. Development of the subject property will improve the abutting transportation system as required along the NW 2nd Street property frontage to City requirements and complies with the policy. The Traffic Impact Analysis (Exhibit 15) further details the proposed development's impact on the transportation system and the level of service.

- 132.29.05** *Off-site improvements to streets or the provision of enhanced pedestrian and bicycle facilities in the McMinnville planning area may be required as a condition of approval for land divisions or other development permits.*

Response: The McMinnville Transportation System Plan establishes a transportation system. Development of the subject Child Care Center will improve the abutting transportation system along the property street frontage to City requirements and complies with the policy.

TRANSPORTATION SYSTEM AND ENERGY EFFICIENCY

- 132.30.00** *The implementation of transportation system and transportation demand management measures, provision of enhanced transit service, and provision of bicycle and pedestrian facilities in the McMinnville planning area shall be embraced by policy as the first choice for accommodating travel demand and relieving congestion in a travel corridor, before street widening projects for additional travel lanes are undertaken.*

Response: Not applicable to the application because the City has the responsibility to address the issues through its Transportation System Plan.

- 132.30.05** *The McMinnville Transportation System Plan shall promote alternative commute methods that decrease demand on the transportation system,*

options which also enhance energy efficiency such as using transit, telecommuting, carpooling, vanpooling, using flexible work schedules, walking, and bicycling. (Ord. 4922, February 23, 2010)

Response: Not applicable to the application because the City has the responsibility to address the issues through its Transportation System Plan.

TRANSPORTATION SAFETY

132.31.00 *The City of McMinnville shall make the design, construction, and operation of a safe transportation system for all modes of travel a high priority.*

Response: The McMinnville Transportation System Plan establishes a transportation system. Development of the subject property will improve the abutting transportation system as required along the NW 2nd Street property frontage to City requirements and to the transition from SW Almond Court to the on-site drive aisle.

PUBLIC SAFETY

132.32.00 *The safe, rapid movement of fire, medical, and police vehicles shall be an integral part of the design and operation of the McMinnville transportation system.*

Response: The abutting transportation system to the subject property and its connected nature to the balance of the overall transportation system provides for safe, rapid movement of fire, medical, and police vehicles to serve the subject property and complies with the policy.

ACCESSIBILITY FOR PERSONS WITH DISABILITIES

132.33.00 *The McMinnville transportation system shall be designed with consideration of the needs of persons with disabilities by meeting the requirements set forth in the Americans with Disabilities Act (ADA). (Ord. 4922, February 23, 2010)*

Response: The City of McMinnville has an adopted Transportation System Plan that implements the policy.

ECONOMIC DEVELOPMENT

Response: Policies 132.34.00 – 132.34.05 do not apply because the proposal is not for a commercial activity.

LIVABILITY

132.35.00 *Transportation facilities in the McMinnville planning area shall be, to the degree possible, designed and constructed to mitigate noise, energy consumption, and neighborhood disruption, and to encourage the use of public transit, bikeways, sidewalks, and walkways.*

Response: The City of McMinnville has an adopted Transportation System Plan that implements the policy.

HEALTH AND WELFARE

132.36.00 *Through implementation of its Complete Streets policy and the TSP by enhancing its pedestrian and bicycle systems, the City of McMinnville will help encourage greater physical activity and improved health and welfare of its residents.*

Response: NW 2nd Street, SW Fibert Street and SW Almond Court supports modes of travel, encouraging greater physical activity for area residents and complies with the policy.

TRANSPORTATION SUSTAINABILITY

132.37.00 *Through implementation of the TSP and the Comprehensive Plan, the City of McMinnville will, to the extent possible, seek measures that simultaneously help reduce traffic congestion, pollution, crashes and consumer costs, while increasing mobility options for non-drivers, and encouraging a more efficient land use pattern.*

Response: As indicated in the above narrative, the Applicant's proposal demonstrates adherence to the Transportation System Plan and Comprehensive Plan policies that support multi-modal transportation, safety goals, transportation sustainability, and connectivity to area businesses, residences, parks, open spaces, and recreation amenities and complies with the policy.

AESTHETICS AND STREETSCAPING

132.38.00 *Aesthetics and streetscaping shall be a part of the design of McMinnville's transportation system. Streetscaping, where appropriate and financially feasible, including public art, shall be included in the design of transportation facilities. Various streetscaping designs and materials shall be utilized to enhance the livability in the area of a transportation project. (Ord. 4922, February 23, 2010)*

Response: The City of McMinnville has an adopted Transportation System Plan that implements the Policy.

INTERGOVERNMENTAL COORDINATION AND CONSISTENCY

Response: Policy 132.38.00 does not apply because no change to the Transportation System Plan is proposed.

GROWTH MANAGEMENT

132.40.00 *Mobility standards will be used to evaluate the transportation impacts of long-term growth. The City should adopt the intersection mobility standards as noted in Chapter 2 of the Transportation System Plan. (Ord. 4922, February 23, 2010)*

Response: The Traffic Impact Analysis (Exhibit 15) details the proposed developments' impact on the transportation system. The analysis indicates the traffic volume generated does not exceed the mobility standards (volume to capacity) at intersections the City required be evaluated and complies with the policy.

132.40.05 *Conditions of Approval—In accordance with the City's TSP and capital improvements plan (CIP), and based on the level of impact generated by a proposed development, conditions of approval applicable to a development application should include:*

1. Improvement of on-site transportation facilities,

2. Improvement of off-site transportation facilities (as conditions of development approval), including those that create safety concerns, or those that increase a facility's operations beyond the City's mobility standards; and

3. Transportation Demand Management strategies. (Ord. 4922, February 23, 2010)

Response: The Child Care Center will comply with conditions of approval related to transportation improvements based on the impact generated and requirements within the TSP.

132.40.10 *Multi-modal Improvements – To manage growth, improvements to transportation facilities may include both motorized and non-motorized facilities improvements, constructed in accordance with the City's minimum design standards. (Ord. 4922, February 23, 2010)*

Response: NW 2nd Street currently has sidewalks and bike lanes in addition to travel lanes. It is anticipated that additional right-of-way will be required and the City will determine if additional frontage improvements will be required.

132.40.15 *Transportation SDCs – The City should update its transportation systems development charge (SDC) to address growth-related traffic impacts.*

Response: The City has the responsibility to administer its SDC program. The development will pay the appropriate Transportation SDC.

CIRCULATION

132.41.00 *Residential Street Network – A safe and convenient network of residential streets should serve neighborhoods. When assessing the adequacy of local traffic circulation, the following considerations are of high priority:*

1. Pedestrian circulation;

2. Enhancement of emergency vehicle access;

3. Reduction of emergency vehicle response times;

4. ***Reduction of speeds in neighborhoods;, and***
5. ***Mitigation of other neighborhood concerns such as safety, noise, and aesthetics.***

Response: The City of McMinnville has an adopted Transportation System Plan that implements the Policy. Improvements to NW 2nd Street as required will occur.

132.41.05: Cul-de-sac streets in new development should only be allowed when connecting neighborhood streets are not feasible due to existing land uses, topography, or other natural and physical constraints.

Response: No cul-de-sac streets are proposed.

132.41.10 Limit Physical Barriers – The City should limit the placement of facilities or physical barriers (such as buildings, utilities, and surface water management facilities) to allow for the future construction of streets that facilitate the establishment of a safe and efficient traffic circulation network. (Ord. 4922, February 23, 2010)

Response: No new buildings are proposed that would encumber the ability to improve the transportation system and complies with the policy.

132.41.15 Establish Truck Routes – To support the efficient and safe movement of goods and freight, the City should establish and identify truck routes to the city’s major destinations. Such routes should be located along arterial roadways and should avoid potential impacts on neighborhood streets. (Ord. 4922, February 23, 2010)

Response: NW 2nd Street, SW Filbert Street and SW Almond Court are not a designated truck routes per the Transportation System Plan, Exhibit 8-1 (2010, incorporated by reference).

132.41.20 Modal Balance – The improvement of roadway circulation must not impair the safe and efficient movement of pedestrians and bicycle traffic. (Ord. 4922, February 23, 2010)

Response: The Traffic Impact Analysis (Exhibit 15) details the proposed development’s impact on the transportation system. The analysis indicates the existing transportation system includes a multi-modal system of streets, pedestrian and bicycle facilities, and transit and that the proposal does not impair the safe and efficient movement of pedestrians and bicycle traffic.

132.41.25 Consolidate Access – Efforts should be made to consolidate access points to properties along major arterial, minor arterial, and collector roadways. (Ord. 4922, February 23, 2010)

Response: There is one existing driveway access on to NW 2nd Street that was approved by Ordinance 4509. The Child Care Center proposes to relocate the access to the west to align with NW Country Court to create a safer driveway ingress/egress location as part of the broader development on the subject site that would include 68 multifamily dwelling units and complies with the policy. The driveway access will be a shared driveway between the multi-family

apartments and Child Care Center. The access to SW Almond Court will also be a shared driveway access.

132.41.30: Promote Street Connectivity – The City shall require street systems in subdivisions and development that promote street connectivity between neighborhoods.

Response: SW Almond Court is stubbed at the east property line of the subject site. In discussion with the City Engineer at the Pre-application meeting it was noted that the street did not need to be extended to connect with NW 2nd Street and complies with the policy.

STREET WIDTH – HUMAN SCALE

132.42.00 Generally, a major arterial street should not be widened beyond two through lanes in each direction with auxiliary turn lanes as appropriate. Minor arterials and collector streets should not be widened beyond one through lane in each direction with auxiliary left-turn lanes as appropriate. Major arterial streets with more than five lanes and minor arterial and collector streets with more than three lanes are perceived as beyond the scale that is appropriate for McMinnville. (Ord. 4922, February 23, 2010)

Response: NW 2nd Street is a Minor Arterial. SW Filbert Street is a Neighborhood Collector (Connector) and SW Almond Court is a Local Street. NW 2nd Street currently has two travel lanes and bike lanes. SW Filbert Street has two lanes and on-street parking. SW Almond Court has two travel lanes and on-street parking.

NEIGHBORHOOD TRAFFIC MANAGEMENT

Response: Policies 132.43.00 - 132.43.05 do not apply because no new streets are proposed.

132.43.10 Limited Neighborhood Cut-Through Traffic – Local residential streets should be designed to prevent or discourage their use as shortcuts for through traffic. Local traffic control measures should be coordinated with the affected neighborhood.

Response: No new streets are proposed that would allow for cut-through traffic.

ACCESS MANAGEMENT

132.44.00 The City should continue to coordinate with ODOT in the administration of jointly adopted plans to manage access and highway improvements as noted in Chapter 2 of the Transportation System Plan. (Ord. 4922, February 23, 2010)

Response: Policy 132.44.00 does not apply because the subject Child Care Center is not located on an ODOT facility.

IMPERVIOUS SURFACE AREA

132.45.00 Supplement Street Design Standards – McMinnville’s standards should be supplemented to achieve reductions in impermeable surfaces, consistent

with safety and operating standards. Innovative design and materials should be utilized to reduce impermeable surfaces.

Response: The existing impervious surface with any required frontage improvements and right-of-way dedication for NW 2nd Street is appropriate for existing and planned development using the roadway.

ENVIRONMENTAL PRESERVATION

Response: Policies 132.46.00 – 132.46.10 do not apply because the frontage streets are existing.

AESTHETICS

132.47.00 *The City should update and maintain its street design standards to increase aesthetics of the street's environment through landscaping and streetscape design. (as adopted by Ord. 4922, February 23, 2010)*

Response: Policy 132.47.00 does not apply because the City has existing street design standards.

SAFETY AND MAINTENANCE

132.48.00 *Pavement Maintenance Plan Implementation – The City should develop and implement its pavement maintenance plan to best preserve the existing transportation infrastructure. (Ord. 4922, February 23, 2010)*

132.49.00 *Routing System Inspection – The City should promote safety through continued and routine inspection and rehabilitation of existing signage, roadway striping, and street lighting; identifying and rectifying existing deficiencies as they are identified. (Ord. 4922, February 23, 2010)*

Response: Policies 132.48.00 – 132.49.00 do not apply because maintenance and inspections are the responsibility of the City.

SYSTEM INVENTORY

132.50.00 *System Inventory – The City shall inventory and map existing pedestrian facilities. Facility inventories and selected inventory updates should be performed every five years to determine the success or failure of meeting the Plan's pedestrian goal, objectives, and policies. The city has already partially met this policy objective having completed the walking inventory of all public streets as part of the TSP. (Ord. 4922, February 23, 2010)*

Response: Policy 132.50.00 does not apply because this is a City responsibility.

SYSTEMS DEVELOPMENT

132.51.00 *Formalize New Sidewalk Construction Program – To complete the pedestrian facility network, the City will formalize a New Sidewalk Construction Program that reflects the City's funding resources. This program will give priority to the construction of missing sidewalks in*

already developed areas of the city that would provide improved access to schools, parks, shopping, and transit services. (Ord. 4922, February 23, 2010)

Response: Not applicable to the proposed application as the policy is the responsibility of the City.

132.51.05 *Ensuring Future Sidewalk Connections – All future development must include sidewalk and walkway construction as required by the McMinnville Zoning Ordinance and City Code and adopted City of McMinnville Design Standards. All road construction or renovation projects shall include sidewalks. The City will support, as resources are available, projects that would remove identified barriers to pedestrian travel or safety. (Ord. 4922, February 23, 2010)*

Response: A existing sidewalk is located along the property frontage of NW 2nd Street. Existing sidewalks stub to the subject property along SW Almond Court. On-site sidewalks will connect to the public sidewalks and complies with the policy.

132.51.10 *Complete Connections with Crosswalks – All signalized intersections must have marked crosswalks. School crosswalks will be marked where crossing guards are provided. Subject to available funding, and where appropriate, marked crosswalks, along with safety enhancements (medians and curb extensions), shall be provided at unsignalized intersections and uncontrolled traffic locations in order to provide greater mobility in areas frequently traveled by persons with limited mobility. Marked crosswalks may also be installed at other high volume pedestrian locations without medians or curb extensions if a traffic study shows there would be a benefit to those pedestrians. (Ord. 4922, February 23, 2010)*

Response: Not applicable because there are no signalized intersections adjacent to the subject property and the studied intersections and there is no school crosswalks in the area. The closest school crosswalks are to the east of the site on NW 2nd Street at Newby Elementary.

132.51.15 *Connecting Shared-Use Paths – The City will continue to encourage the development of a connecting, shared-use path network, expanding facilities along parks and other rights-of-way. (Ord. 4922, February 23, 2010)*

Response: There is a shared use path adjacent to the west property line for the subject site. The path is located in the Westvale Third Addition subdivision. The path connects to the West McMinnville Linear Path south of the subject property and complies with the policy.

AMERICANS WITH DISABILITIES ACT COMPLIANCE

132.52.00 *Compliance with ADA Standards – The City shall comply with the requirements set forth in the Americans with Disabilities Act regarding the location and design of sidewalks and pedestrian facilities within the City's right-of-way. (Ord. 4922, February 23, 2010)*

Response: ADA compliance would occur with any roadway frontage improvements when the Child Care Center is developed and the improvement plans reviewed by the City.

SYSTEMS MAINTENANCE

- 132.53.00** ***Maintaining Quality of Facilities – The City will establish standards for the maintenance and safety of pedestrian facilities. These standards should include the removal of hazards and obstacles to pedestrian travel, as well as maintenance of benches and landscaping. (Ord. 4922, February 23, 2010)***

Response: Policy 132.53.00 does not apply because it is a City responsibility.

PEDESTRIAN PROGRAMS

- 132.54.00** ***Promoting Walking for Health and Community Livability – The City will encourage efforts that inform and promote the health, economic, and environmental benefits of walking for the individual and McMinnville community. Walking for travel and recreation should be encouraged to achieve a more healthful environment that reduces pollution and noise to foster a more livable community. (Ord. 4922, February 23, 2010)***

Response: Does not apply because the policy applies to City activities. The subject site location will provide walking opportunities to park and commercial areas.

- 132.55.00** ***Safe Routes to School – The City shall work, where possible, with the McMinnville School District and neighborhood associations to maintain and improve its programs to evaluate the existing pedestrian access to local schools, estimate the current and potential use of walking as a travel mode, evaluate safety needs, and propose changes to increase the percentage of children and young adults safely using this mode. (Ord. 4922, February 23, 2010)***

Response: Does not apply because the coordination is the responsibility of the City and McMinnville School District. The Traffic Impact Analysis (Exhibit 15) addresses school walking routes for the subject site to the Newby and Duniway schools as they are within the 1-mile radius of the schools and notes a safe route is provided along the south side of NW 2nd Street.

BICYCLE SYSTEM PLAN

- 132.56.00** ***Provide Bicycle Facilities on Arterials and some Collector Streets – To the extent possible, arterial and some collector streets undergoing overlays or reconstruction will either be re-striped with bicycle lanes or sharrow (bicycle/auto shared-lane) routes as designated on the Bicycle System Plan Map. Every effort will be made to retrofit existing arterials and selective collectors with bicycle lanes, as designated on the Bicycle System Plan Map. (Ord. 4922, February 23, 2010)***

Response: NW 2nd Street is a Minor Arterial with designated bike lanes that are improved. If the City requires street frontage improvements a bike lane will be provided.

- 132.56.05** ***Mitigation of On-street Parking Loss From Bicycle Projects – New bicycle facilities require the removal of on-street parking spaces on existing streets,***

parking facilities should be provided that mitigate this loss, to the extent practicable. (Ord. 4922, February 23, 2010)

Response: Not applicable because the policy is the responsibility of the City to implement.

132.56.10 ***Eliminate Barriers to Bicycle Travel – The City will actively pursue a comprehensive system of bicycle facilities through designing and constructing projects, as resources are available, and implementing standards and regulations designed to eliminate barriers to bicycle travel. As a result of this policy, new developments or major transportation projects will neither create new, nor maintain existing, barriers to bicycle travel. (Ord. 4922, February 23, 2010)***

Response: Not applicable because the policy is the responsibility of the City to implement.

132.56.15 ***Bicycle Routes and Signage – As resources are available, the City will periodically consult with local bicyclists to review existing and proposed bicycle lanes, and identify improvements needed to make these routes function better for bicyclists. These routes shall be identified by signage on the routes and shown on updates of the bicycle route map. (Ord. 4922, February 23, 2010)***

Response: Not applicable because the policy is the responsibility of the City to implement.

132.56.20 ***Complete the Major Bicycle System – A completed system of major bicycle facilities is one of the most important factors in encouraging bicycle travel. The City will work toward annually completing a minimum five percent addition to the bicycle system, as designated on the Bicycle System Plan Map, with priority given to projects that fill critical missing links in the bicycle system or address an identified safety hazard. (Ord. 4922, February 23, 2010)***

Response: NW 2nd Street has designated and improved bike lanes.

132.56.25 ***Establish Minimum Standards for Bicycle Facility Maintenance – The City shall develop minimum standards that will keep bicycle facilities clean of debris, properly striped, and clearly marked and signed. (Ord. 4922, February 23, 2010)***

Response: Not applicable because maintenance of bicycle facilities within the right-of-way is the responsibility of the City.

132.56.30 ***Zoning Ordinance Requirements for Bicycle Parking – The McMinnville Zoning Ordinance (Section 17.60.140) contains bicycle parking supply requirements and standards that require new developments to provide a minimum amount of bicycle parking, based on the needs of the specific zone or land use type. (Ord. 4922, February 23, 2010)***

Response: Bicycle parking will be provided in compliance with the McMinnville Zoning Ordinance at the time of site review to comply with the policy.

132.56.35 ***Bicycle Parking at Transit Facilities – The City will work with the Yamhill County Transit Authority (YCTA) to encourage the installation of public bicycle parking facilities at transit stations and other inter-modal facilities, and encourage the provision of bicycle racks on all public transit vehicles. (Ord. 4922, February 23, 2010)***

Response: Not applicable because there is no transit facility in proximity to the subject property.

132.56.40 ***Target and Eliminate Key Behaviors that Lead to Bicycle Accidents – The City will encourage schools, safety organizations, and law enforcement agencies to provide information and instruction on bicycle safety issues that focus on the most important accident problems. (Ord. 4922, February 23, 2010)***

Response: No applicable because the policy applies to the City and other organizations.

132.56.45 ***Safe Routes to School – The City will work with the McMinnville School District to: evaluate existing bicycle access to local schools and supporting infrastructure (bicycle racks, lockers, etc.); estimate the current and potential use of bicycling as a travel mode; evaluate safety needs; and propose changes to increase the percentage of children and young adults safely using this mode. (Ord. 4922, February 23, 2010)***

Response: No applicable because the policy applies to the City and the McMinnville School District.

TRANSIT SYSTEM PLAN

Response: Policies 132.57.00 – 132.57.20 do not apply because Yamhill Transit has an operating route along NW 2nd Street with east and westbound stops at NW 2nd Street and SW Filbert Street, NW 2nd Street and NW Hillside Parkway, and NW 2nd Street and NW Hill Road with pedestrian facilities that connect to the bus stops and the Conceptual Site design connects to the sidewalk that connects to the transit stops. The Traffic Impact Analysis (Exhibit 15) further details the bus stop locations.

TRANSPORTATION DEMAND MANAGEMENT PLAN

Response: Policies 132.58.00 – 132.58.20 do not apply because the policies require the City to coordinate with Yamhill County and Yamhill County Transit Agency and is not the responsibility to provide transit.

FREIGHT MOBILITY, AIR, RAIL AND PIPELINE PLANS

Response: Policies 132.59.00 – 132.59.20 do not apply because the site is not related to truck routes, an airport, or railroad.

CAPITAL IMPROVEMENTS

Response: Policies 132.60.00, and 132.60.15 – 132.60.20 do not apply because motor fuel tax, Bike fundings and federal and state grants are not applicable to the development.

132.60.05 *Systems Development Charge – The City should continue to consider the impacts of future growth on the McMinnville transportation system and determine what level of development charges should be collected by the City to mitigate impacts placed on area-wide transportation facilities by expected future development. (Ord. 4922, February 23, 2010)*

Response: The proposed development will pay the required SDC to mitigate the impacts of the development.

132.60.10 *Development Exactions – The City should require new developments to mitigate their impacts on the transportation system. (Ord. 4922, February 23, 2010)*

Response: The proposed Child Care Center proposal anticipates dedicating right-of-way along NW 2nd Street and constructing required transportation improvements required by the City and complies with the policy.

PAVEMENT MANAGEMENT

Response: Policies 132.61.00 – 132.61.20 do not apply the policies relate to the identifying and obtaining funding sources for pavement management which is a City responsibility.

McMINNVILLE TSP IMPLEMENTATION

Response: Policies 132.62.10, 132.62.15, 132.62.25 do not apply because the project is not triggering a capital improvement, is not involved in seeking State or Federal funding, and is not updating the Transportation System Plan.

132.62.00 *TSP as Legal Basis – The City of McMinnville shall use the McMinnville TSP as the legal basis and policy foundation for actions by decisionmakers, advisory bodies, staff, and citizens in transportation issues. The goals, objectives, policies, implementation strategies, principles, maps, and recommended projects shall be considered in all decision-making processes that impact or are impacted by the transportation system. (Ord. 4922, February 23, 2010)*

Response: The TSP is being used to determine the functional classification of roadways and what improvements are necessary for the proposed application.

132.62.05 *TSP Policies – The City of McMinnville shall use the McMinnville TSP to:*

1. Describe the classification or function of all streets within the McMinnville planning area. Policies found in the Plan shall be used to develop connective local street circulation patterns.

2. Require new development to provide adequate accessibility, as defined by the McMinnville Zoning Ordinance, for all travel modes within a development and in coordination with existing and other proposed

development. Street design standards in the McMinnville Zoning Ordinance are to be used to secure adequate public street and sidewalk facilities.

3. Identify measures and programs to be undertaken to enhance mobility for all travel modes.

4. Form the basis from which identified projects are placed into the State Transportation Improvement Program (STIP).

5. Establish funding and project construction priorities when preparing funding scenarios for measures. (Ord. 4922, February 23, 2010)

Response: NW 2nd Street is classified as a Minor arterial, SW Filbert Street as a Neighborhood Collector (Connector) and SW Almond Court as a Local Street. The streets provide adequate accessibility for the Child Care Center. The mobility to the site is established by the existing transportation system. There is no proposal to add a project to the STIP. The application does not propose priorities for preparing funding scenarios for measures.

132.62.20 *TSP Use in Review of Land Use Actions – The City of McMinnville shall consider and apply the goals, policies, planning principles, recommended projects, implementation strategies, and maps contained in McMinnville TSP in the review of land use actions and development applications. (Ord. 4922, February 23, 2010)*

Response: The TSP is the goals, policies and planning principles for transportation improvements associated with the Conditional Use.

CHAPTER VII COMMUNITY FACILITIES AND SERVICES

GOAL VII 1: *TO PROVIDE NECESSARY PUBLIC AND PRIVATE FACILITIES AND UTILITIES AT LEVELS COMMENSURATE WITH URBAN DEVELOPMENT, EXTENDED IN A PHASED MANNER, AND PLANNED AND PROVIDED IN ADVANCE OF OR CONCURRENT WITH DEVELOPMENT, IN ORDER TO PROMOTE THE ORDERLY CONVERSION OF URBANIZABLE AND FUTURE URBANIZABLE LANDS TO URBAN LANDS WITHIN THE McMINNVILLE URBAN GROWTH BOUNDARY.*

PUBLIC ADMINISTRATIVE AND STORAGE FACILITIES

Response: Policies 133.00 – 135.00 do not apply because the proposal is not for city, county, state or federal offices or public storage and workshop facilities.

SANITARY SEWER SYSTEM

Policies:

Response: Policies 137.00 – 139.00 do not apply because long range planning is a City responsibility, the planning for a sewer system is a City responsibility, and extension of the sewer system is not proposed.

- 136.00** *The City of McMinnville shall insure that urban developments are connected to the municipal sewage system pursuant to applicable city, state, and federal regulations.*
- 140.00** *The City of McMinnville shall continue to limit sewer service extensions to the areas within the urban growth boundary, except where service is granted to comply with state or federal laws. Areas outside the city limits, but within the urban growth boundary, shall be granted sewer service hook-ups only under policies adopted by the City.*
- 141.00** *The City of McMinnville shall continue to separate storm and sanitary sewers where they are connected to reduce the inflow of storm sewer waters to the sewage treatment plant. Ongoing maintenance and improvements of the existing system shall also be undertaken to reduce infiltration of rain water into the system.*

Response:

136.00 – The existing building to be used as the Child Care Center is connected to the existing sanitary sewer system (Exhibit 16).

140.00 - The requested Conditional Use application acknowledges that the existing building to be used as the Child Care Center is connected to the sanitary sewer system.

141.00 – The Child Care Center is connected to the sanitary sewer system and any site improvements will ensure that the stormwater system is separately connected.

The policies have been met.

STORM DRAINAGE

Policies:

- 142.00** *The City of McMinnville shall insure that adequate storm water drainage is provided in urban developments through review and approval of storm drainage systems, and through requirements for connection to the municipal storm drainage system, or to natural drainage ways, where required.*
- 143.00** *The City of McMinnville shall encourage the retention of natural drainage ways for storm water drainage.*

Response:

142.00 – Site improvements related to the Child Care Center will appropriately connect to the existing stormwater system in either NW 2nd Street or to the stormwater ditch located to the west of the subject site (Exhibits 17 & 18).

143.00 – An open stormwater ditch is located on the property immediate to the west of the subject site with a public easement. City staff have indicated the ditch can remain or be piped.

The policies have been met.

WATER SYSTEM

Policies:

Response: Policies 146.00 – 150.00 do not apply because long range planning, coordination, management, environmental impacts, and coordination with other agencies is the responsibility of McMinnville Water & Light.

- 144.00** ***The City of McMinnville, through McMinnville Water and Light, shall provide water services for development at urban densities within the McMinnville Urban Growth Boundary.***
- 145.00** ***The City of McMinnville, recognizing McMinnville Water and Light as the agency responsible for water system services, shall extend water services within the framework outlined below:***
- 1. Facilities are placed in locations and in such a manner as to insure compatibility with surrounding land uses.***
 - 2. Extensions promote the development patterns and phasing envisioned in the McMinnville Comprehensive Plan.***
 - 3. For urban level developments within McMinnville, sanitary sewers are extended or planned for extension at the proposed development densities by such time as the water services are to be utilized.***
 - 4. Applicable policies for extending water services, as developed by the City Water and Light Commission, are adhered to.***

Response:

144.00 – Water is provided by a 12 ductile iron (DI) line is located in NW 2nd Street along the property frontage. An 8” ductile iron is located in SW Almond Court (Exhibit 19).

145.00 - Water is provided by a 12” ductile iron (DI) line is located in NW 2nd Street along the property frontage. An 8” ductile iron is located in SW Almond Court (Exhibit 19). The existing building is connected to the 8” water line at the terminus of SW Almond Court.

The policies have been met.

WATER AND SEWER – LAND DEVELOPMENT CRITERIA

Policies:

- 151.00** ***The City of McMinnville shall evaluate major land use decisions, including but not limited to urban growth boundary, comprehensive plan amendment, zone changes, and subdivisions using the criteria outlined below:***

1. *Sufficient municipal water system supply, storage and distribution facilities, as determined by McMinnville Water and Light, are available or can be made available, to fulfill peak demands and insure fire flow requirements and to meet emergency situation needs.*
2. *Sufficient municipal sewage system facilities, as determined by the City Public Works Department, are available, or can be made available, to collect, treat, and dispose of maximum flows of effluents.*
3. *Sufficient water and sewer system personnel and resources, as determined by McMinnville Water and Light and the City, respectively, are available, or can be made available, for the maintenance and operation of the water and sewer systems.*
4. *Federal, state, and local water and waste water quality standards can be adhered to.*
5. *Applicable policies of McMinnville Water and Light and the City relating to water and sewer systems, respectively, are adhered to.*

Response:

1. McMinnville Water & Light (MW&L) has indicated in communications they can serve the subject property where the Child Care Center will be located.
2. Sewerage can be accommodated. An existing 8" sanitary sewer line is located in NW 2nd Street. There is a 8" sanitary sewer line located in SW Almond Court which the existing building where the Child Care Center would be located is connected to (Exhibit 16). The wastewater treatment plant has capacity to treat the waste discharge based on comments from the city staff.
3. The City and MW&L have existing staff that can service the public infrastructure.
4. Federal, state and local water and wastewater quality standards will be adhered to.
5. Applicable policies of McMinnville Water and Light and the City relating to water and sewer systems, respectively, will be adhered to.

The policies have been met.

POLICE AND FIRE PROTECTION

Policies:

Response: Policy 154.00 does not apply because the McMinnville Fire District is responsible to plan for their facilities.

- 152.00** *The City of McMinnville shall encourage the provision of adequate police and fire facilities and personnel to meet the needs of the community as it expands.*
- 153.00** *The City of McMinnville shall continue coordination between the planning and fire departments in evaluating major land use decisions.*
- 155.00** *The ability of existing police and fire facilities and services to meet the needs of new service areas and populations shall be a criterion used in evaluating annexations, subdivision proposals, and other major land use decisions.*

Response: 152.00 – 153.00 and 155.00 - It is anticipated that City of McMinnville police and fire services have the capacity to serve the Child Care Center.

The policies have been met.

SOLID WASTE

GOAL VII 2: TO PROVIDE FOR THE ORDERLY AND EFFICIENT MANAGEMENT OF SOLID WASTE IN AN ENVIRONMENTALLY ACCEPTABLE AND ECONOMICALLY FEASIBLE MANNER.

Policies:

Response: Policies 156.00 – 158.00 do not apply because management of solid waste is a responsibility of the City.

PARKS AND RECREATION

GOAL VII 3: TO PROVIDE PARKS AND RECREATION FACILITIES, OPEN SPACES, AND SCENIC AREAS FOR THE USE AND ENJOYMENT OF ALL CITIZENS OF THE COMMUNITY.

Policies:

Response: Policies 160.00 – 162.00, 163.00 – 167.00 and 170.00 – 170.06 do not apply because park improvements are a city function, recreational leisure activities are a city function, the school district and city coordination are not a responsibility of the development, the site is not designated as a park, the site is not within a flood plain, and the site is not identified as open space.

- 159.00** *The City of McMinnville's Parks, Recreation, and Open Space Master Plan shall serve to identify future needs of the community, available resources, funding alternatives, and priority projects.*
- 168.00** *Distinctive natural features and areas shall be retained, wherever possible, in future urban developments.*
- 169.00** *Drainage ways in the City shall be preserved, where possible, for natural areas and open spaces and to provide natural storm run-offs.*

170.05 *For purposes of projecting future park and open space needs, the standards as contained in the adopted McMinnville Parks, Recreation, and Open Space Master Plan shall be used.*

Response:

159.00 - The subject site where the Child Care Center would be located is not identified as future park land in the McMinnville Parks and Recreation Master Plan (June 2024, incorporated by reference).

168.00 – There are no inventoried distinctive material features on the subject property for the Child Care Center.

169.00 – There is no natural drainage way on the subject property where the Child Care Center would be located. There is an open stormwater ditch on the abutting Westvale Third Addition Subdivision.

170.05 -The McMinnville Parks, Recreation, and Open Space Master Plan does not identify the subject site as future park land. The Plan does identify a park pathway along the west boundary of the subject site. A pathway has been constructed and an easement granted as part of the Westvale Third Addition Subdivision.

The policies have been met.

**CHAPTER VIII
ENERGY**

GOAL VIII 1: *TO PROVIDE ADEQUATE ENERGY SUPPLIES, AND THE SYSTEMS NECESSARY TO DISTRIBUTE THAT ENERGY, TO SERVICE THE COMMUNITY AS IT EXPANDS.*

ENERGY SUPPLY DISTRIBUTION

Policies:

Response: Policies 171.00 – 177.00 do not apply because energy supply and distribution are the responsibility of other entities such as MW&L, Northwest Natural and BPA.

ENERGY CONSERVATION

GOAL VIII 2: *TO CONSERVE ALL FORMS OF ENERGY THROUGH UTILIZATION OF LAND USE PLANNING TOOLS.*

Policies:

Response: Policies 179.00 – 180.50 do not apply because it has adopted zoning regulations for design and has provisions for weatherization.

178.00 *The City of McMinnville shall encourage a compact urban development pattern to provide for conservation of all forms of energy.*

Response: The utilization of the existing structure on the subject site for the Child Care Center would be compact in form and follow required City development standard requirements.

CHAPTER IX URBANIZATION

GOAL IX 1: *TO PROVIDE ADEQUATE LANDS TO SERVICE THE NEEDS OF THE PROJECTED POPULATION TO THE YEAR 2023, AND TO ENSURE THE CONVERSION OF THESE LANDS IN AN ORDERLY, TIMELY MANNER TO URBAN USES.*

GOAL IX 2: *TO ESTABLISH A LAND USE PLANNING FRAMEWORK FOR APPLICATION OF THE GOALS, POLICIES, AND PROPOSALS OF THE McMINNVILLE COMPREHENSIVE PLAN.*

URBAN GROWTH BOUNDARY

Policies:

Response: Policies 181.00 – 182.50 do not apply because the application is not to expand the Urban Growth Boundary.

GENERAL DEVELOPMENT PATTERN

Policies:

183.00 *The City of McMinnville, with the cooperation of Yamhill County, shall establish three categories of lands within the Urban Growth Boundary. Future urbanizable lands are those lands outside the city limits, but inside the Urban Growth Boundary. These lands shall be retained in agricultural resource zones until converted to urbanizable lands by annexation to the City of McMinnville. Urbanizable lands are those lands within the city limits which are not yet developed at urban densities. Conversion of these lands to the urban classification shall involve fulfillment of the goals and policies of this plan, provision of urban services, and application of appropriate implementation ordinances and measures. Urban lands are those lands within the city limits developed at urban densities.*

Response: Per the Comprehensive Plan Map the subject property is designated Residential. The Residential designated land is considered urbanizable and may be developed at urban density. The property currently has a zoning designation of R-2 and is proposed to be changed to R-4 with a Child Care Center operating on a proposed .63 acre (gross) area.

184.00 *The City of McMinnville shall establish a Comprehensive Plan Map designating allowed land uses within the McMinnville Urban Growth Boundary. Land uses allowed under the specific designations shall be set in Volume I of the McMinnville Comprehensive Plan, Chapter IX.*

Response: Per the Comprehensive Plan Map the subject property is designated Residential.

184.50 *The City shall establish the following Comprehensive Plan Map Designations, which will relate to the zoning map, as follows. The zoning map classifications are identified in the zoning ordinance."*

Residential – This designation covers all the zoning designations from R-1 through R-5, and any additional zones that may be created for residential uses.

[...]

Response: Per the Comprehensive Plan Map the subject property is designated Residential.

LAND USE DEVELOPMENT TOOLS

Response: Policies 185.00 does not apply because an Urban Growth Boundary has already been established.

186.00 *The City of McMinnville shall place planned development overlays on areas of special significance identified in Volume I of the McMinnville Comprehensive Plan. Those overlays shall set forth the specific conditions for development of the affected properties. Areas of significance identified in the plan shall include but not be limited to:*

- 1. Three Mile Lane (north and south).*
- 2. Deleted as per Ord. 4796, October 14, 2003.*
- 3. Barber property.*
- 4. West Hills area.*
- 5. Commercial areas at the northern and southern entrances to the city.*
- 6. New industrial areas, such as Riverside North, certain existing industrial areas. (Ord. 5098, December 8, 2020)*

Response: The subject property is in the Jandina Planned Development approved in 1978 by Ordinance 3939. The site is not in one of the listed locations noted above.

187.00 *The City of McMinnville shall adopt additional implementation ordinances and measures to carry out the goals and policies of the McMinnville Comprehensive Plan. These shall include, but not be limited to, the Zoning Ordinance and Map, Annexation Ordinance, and Mobile Home Development Ordinance.*

Response: The City of McMinnville has an adopted Zoning Ordinance and Annexation regulations in the Municipal code.

GREAT NEIGHBORHOOD PRINCIPLES

Policies:

187.10 *The City of McMinnville shall establish Great Neighborhood Principles to guide the land use patterns, design, and development of the places that McMinnville citizens live, work, and play. The Great Neighborhood Principles will ensure that all developed places include characteristics and*

elements that create a livable, egalitarian, healthy, social, inclusive, safe, and vibrant neighborhood with enduring value, whether that place is a completely new development or a redevelopment or infill project within an existing built area.

Response: The City of McMinnville established the Great Neighborhood Principles in 2019 to guide the land use patterns, design, and development of the places that McMinnville citizens live, work, and play. The principles are supported by the McMinnville Zoning Ordinance (incorporated by reference), and more specifically by the standards in MMC 17.11, 17.21, 17.57, 17.60, 17.61, 17.72 and 17.74 (incorporated by reference). The proposed Conditional Use ensures that the site creates a livable, egalitarian, healthy, social, inclusive, safe, and vibrant neighborhood with enduring value by bringing multi-family dwellings into a neighborhood area that is a mix of detached single-family dwellings and multi-family dwellings. The Conceptual Site Plan (Exhibit 3) indicates how the Conditional Use would set the stage for the proposed multi-family development that would be livable by its design in accordance with MMC Title 17.

The policy has been met.

187.20 ***The Great Neighborhood Principles shall encompass a wide range of characteristics and elements, but those characteristics and elements will not function independently. The Great Neighborhood Principles shall be applied together as an integrated and assembled approach to neighborhood design and development to create a livable, egalitarian, healthy, social, inclusive, safe, and vibrant neighborhood, and to create a neighborhood that supports today's technology and infrastructure, and can accommodate future technology and infrastructure.***

Response: The proposed Conditional Use request responds to 187.10 – 187.50 balancing the five policies together to address neighborhood design to create livable, egalitarian, healthy, social, inclusive, safe, and vibrant neighborhood. Infrastructure can be accessed from NW 2nd Street and SW Almond Court.

The policy has been met.

187.30 ***The Great Neighborhood Principles shall be applied in all areas of the city to ensure equitable access to a livable, egalitarian, healthy, social, inclusive, safe, and vibrant neighborhood for all McMinnville citizens.***

Response: The neighborhood as defined for the Conditional Use is described in two geographies. The Immediate Neighborhood Area is the Jandina Planned Development area bounded by NW 2nd Street on the north, SW Cypress Street on the east, SW Fellows Street on the south, and the western boundary of the Planned Development. Within this geography lands are zoned R-2. Exhibit 20 shows the boundary of the Immediate Neighborhood Area.

The Larger Neighborhood Area is bounded on the north by NW Wallace Road, to the east by NW Michelbrook Lane and SW Fleishauer Lane, the south includes the south side of Discovery Meadows Skatepark and the city limit line and the east by SW & NW Hill Road. The zoning and development pattern in the larger neighborhood consists of R-1, R-2, R-3, R-4, C-3, A-H, and O-R. As noted above, the Immediate Neighborhood Area and Larger Neighborhood Area are part of the broader McMinnville area and the Great Neighborhood Principles apply to ensure equitable access

to a livable, egalitarian, healthy, social, inclusive, safe, and vibrant neighborhood for all McMinnville citizens and not for the exclusion of certain development types.

The policy has been met.

- 187.40** ***The Great Neighborhood Principles shall guide long range planning efforts including, but not limited to, master plans, small area plans, and annexation requests. The Great Neighborhood Principles shall also guide applicable current land use and development applications.***

Response: The proposed Conditional Use is not a master plan or small area plan. The Conditional Use does have a parallel Planned Development Amendment application and Zone Change application that are being processed by the City. Following the Conditional Use review and the Zone Change and Planned Development Amendment review of the subject site it will require a development application responding to the McMinnville Zoning Ordinance (incorporated by reference), and more specifically by the standards in MMC 17.11, 17.21, 17.57, 17.60, 17.61, 17.72 and 17.74.

The policy has been met.

- 187.50** ***The McMinnville Great Neighborhood Principles are provided below. Each Great Neighborhood Principle is identified by number below (numbers 1 – 13), and is followed by more specific direction on how to achieve each individual principle.***

1. Natural Feature Preservation. Great Neighborhoods are sensitive to the natural conditions and features of the land.

- a. Neighborhoods shall be designed to preserve significant natural features including, but not limited to, watercourses, sensitive lands, steep slopes, wetlands, wooded areas, and landmark trees.***

Response: The subject site does not have designated watercourses, sensitive lands, steep slopes, wetlands, wooded areas or landmark trees. The Immediate Neighborhood Area is the Jandina Planned Developed approved by Ordinance 3939. An open space in the middle of the Planned Development called West McMinnville Linear Park also includes a stream. The Larger Neighborhood Area includes the undeveloped Quarry Park, BPA Path, Jay Pearson Park, Discovery Meadows Park, and flood plains as natural areas. Natural disaster areas are identified in the Larger Neighborhood Area but do not include the subject site.

The policy has been met.

2. Scenic Views. Great Neighborhoods preserve scenic views in areas that everyone can access.

- a. Public and private open spaces and streets shall be located and oriented to capture and preserve scenic views, including, but not limited to, views of significant natural features, landscapes, vistas, skylines, and other important features.***

Response: Existing development within the Immediate Neighborhood Area has streets that are oriented north/south or east/west. There is no city listed scenic corridors. Based on the orientation of dwellings their views are either to abutting developed property or public streets. Some residential dwellings have views to the West McMinnville Linear Path their backyards. There are no identified significant natural areas adjacent to the subject site. The Larger Neighborhood Area has a similar street system pattern reflective of the areas topography and natural features.

The policy has been met.

3. Parks and Open Spaces. Great Neighborhoods have open and recreational spaces to walk, play, gather, and commune as a neighborhood.

- a. Parks, trails, and open spaces shall be provided at a size and scale that is variable based on the size of the proposed development and the number of dwelling units.***
- b. Central parks and plazas shall be used to create public gathering spaces where appropriate.***
- c. Neighborhood and community parks shall be developed in appropriate locations consistent with the policies in the Parks Master Plan.***

Response: The Immediate Neighborhood Area has the West McMinnville Linear Path bisecting the Jandina Planned Development in a west/east orientation. The subject site for the Child Care Center is not directly adjacent to a park but does abut a pedestrian path along the west property line in the Westvale Third Addition Subdivision that extends from NW 2nd Street south to the West McMinnville Linear Path.

The Larger Neighborhood Area includes the undeveloped Quarry Park, BPA Path, Jay Pearson Park, Discovery Meadows Park, all within 300 feet to 4,000 feet of the subject site.

The subject site location is outside of the central park area noted in the McMinnville Parks, Recreation and Open Space Plan - 2024 (incorporated by reference) as noted on Map 5-1.

Review of the McMinnville Parks, Recreation and Open Space Plan - 2024 plan does not identify additional future park land within the Immediate Neighborhood Area or Larger Neighborhood Area described above as noted on Map 5-1.

The policy has been met.

4. Pedestrian Friendly. Great Neighborhoods are pedestrian friendly for people of all ages and abilities.

- a. Neighborhoods shall include a pedestrian network that provides for a safe and enjoyable pedestrian experience, and that encourages walking for a variety of reasons including, but not limited to, health, transportation, recreation, and social interaction.***

- b. Pedestrian connections shall be provided to commercial areas, schools, community facilities, parks, trails, and open spaces, and shall also be provided between streets that are disconnected (such as cul-de-sacs or blocks with lengths greater than 400 feet).***

Response: The proposed Conditional Use incorporates connections to an existing pedestrian network. In the Immediate Neighborhood Area, the existing developments have provided sidewalks.

The Larger Neighborhood Area incorporates pedestrian connections through sidewalks adjacent to development and linear pedestrian paths.

Within the Immediate Neighborhood Area it has pedestrian connectivity and this connectivity extends to the Larger Neighborhood Area. The pedestrian system furthers the system identified in the City of McMinnville Transportation System Plan – 2010 (incorporated by reference).

The policy has been met.

5. Bike Friendly. Great Neighborhoods are bike friendly for people of all ages and abilities.

- a. Neighborhoods shall include a bike network that provides for a safe and enjoyable biking experience, and that encourages an increased use of bikes by people of all abilities for a variety of reasons, including, but not limited to, health, transportation, and recreation.***
- b. Bike connections shall be provided to commercial areas, schools, community facilities, parks, trails, and open spaces.***

Response: The proposed Conditional Use furthers the bicycle system in the Immediate Neighborhood Area and Larger Neighborhood Area. Within the Immediate Neighborhood Area, the bike system occurs on local streets and through the shared use path system and along NW 2nd Street and SW Cypress Street (City of McMinnville Transportation System Plan – 2010, Exhibit 1-3 incorporated by reference).

In the Larger Neighborhood Area a bike system is identified as shown in the City of McMinnville Transportation System Plan – 2010, Exhibit 1-3 (2010, incorporated by reference). This includes Complete Streets, Bike Lane Restriping, Sharrows and Shared Use Paths.

Bike connections to commercial areas are identified as bike lanes on NW 2nd Street to commercial areas on NW Hill Road and downtown McMinnville (City of McMinnville Transportation System Plan – 2010, Exhibit 1-3 incorporated by reference).

Overall, the Immediate Neighborhood Area and Larger Neighborhood Area have a planned bike friendly system.

The policy has been met.

6. Connected Streets. Great Neighborhoods have interconnected streets that provide safe travel route options, increased connectivity between places and destinations, and easy pedestrian and bike use.

- a. Streets shall be designed to function and connect with the surrounding built environment and the existing and future street network, and shall incorporate human scale elements including, but not limited to, Complete Streets features as defined in the Comprehensive Plan, grid street networks, neighborhood traffic management techniques, traffic calming, and safety enhancements.**
- b. Streets shall be designed to encourage more bicycle, pedestrian and transit mobility with a goal of less reliance on vehicular mobility.**

Response: Within the Immediate Neighborhood Area NW 2nd Street is classified as a Minor Arterial street. Within the Janina Planned Development there is an interconnected street system that was approved by the Jandina Subdivision First Addition, Jandina Second Addition and Jandina Third Addition subdivisions. The system has a north/south and east/west grid along with cul-de-sacs. NW 2nd Street is classified as a Minor Arterial, SW Filbert Street as a Neighborhood Collector, SW Cypress Street as a Major Collector. All other streets within the Immediate Neighborhood Area are classified as Local Streets. (City of McMinnville Transportation System Plan – 2010, Exhibit 2-3 incorporated by reference).

The Larger Neighborhood Area is a combination of Minor Arterials, Minor Collectors, Neighborhood Collectors and Local Streets. (City of McMinnville Transportation System Plan – 2010, Exhibit 2-3 incorporated by reference).

Per the Transportation System Plan (incorporated by reference) bicycle, pedestrian and transit mobility with a goal of less reliance on vehicular mobility is identified in the Immediate and Larger Neighborhood Areas.

The policy has been met.

7. Accessibility. Great Neighborhoods are designed to be accessible and allow for ease of use for people of all ages and abilities.

- a. To the best extent possible all features within a neighborhood shall be designed to be accessible and feature elements and principles of Universal Design.**
- b. Design practices should strive for best practices and not minimum practices.**

Response: The proposed Conditional Use integrates the subject site into the overall accessibility of both the Immediate Neighborhood Area and the Larger Neighborhood Area. The areas have a public sidewalk system and paths to be accessible.
The policy has been met.

8. Human Scale Design. Great Neighborhoods have buildings and spaces that are designed to be comfortable at a human scale and that foster human interaction within the built environment.

- a. The size, form, and proportionality of development is designed to function and be balanced with the existing built environment.**
- b. Buildings include design elements that promote inclusion and interaction with the right-of-way and public spaces, including, but not limited to, building orientation towards the street or a public space and placement of vehicle oriented uses in less prominent locations.**
- c. Public spaces include design elements that promote comfortability and ease of use at a human scale, including, but not limited to, street trees, landscaping, lighted public areas, and principles of Crime Prevention through Environmental Design (CPTED).**

Response: The proposed Conditional Use is requesting approval for Child Care Center adjacent to a proposed 68-unit multi-family dwelling project. Within the Immediate Neighborhood Area, the size, form, and proportionality of development is predominantly 1 and 2-story single-family dwellings with the addition of 36 apartments on SW Sesame Street, 20 apartments on SW Tamarack Street, Columbus Village with 66 apartments on SW Fellows Street, and Homeport on SW Cypress Street with 12 apartments. At the time of their development, they were all 1-story or 2-story walk up units.

The larger Neighborhood area is a combination of residential and commercial development styles with detached and attached single-family dwellings, apartments, retirements facilities, and commercial business operations.

The Conceptual Site Plan for the subject site that will contain the Child Care Center begins to identify some of the design elements. Apartment buildings (3) are located towards the center of the site with the fourth located at the northwest corner of the site adjacent to NW 2nd Street exceeding setback requirements to diminish their visual appearance from surrounding development.

The setbacks for the Child Care Center are proposed as follows:

	Existing Site Before ROW dedication(approx. ft)	After ROW Dedication (approx. ft)	Proposed Partition Line after ROW Dedication (approx. ft)
North	23.7	15.7	15.7
South	300	300	30
East	16.8	16.8	16.8
West	263	263	23

The existing Salvation Army building will be retained and used as the Child Care Center. Parking is located towards the west and south exteriors of the proposed site.

The Child Care Center is in an existing building and will be evaluated for interior and exterior modifications or upgrades. The existing building is at a human scale being one-story in height. The final site design would be reviewed by the City for compliance with requirements in MMC Title 17 (incorporated by reference).

The overall design concept, as it relates to MMC Title 17 requirements, is in alignment to create a human scale design to advance the Great Neighborhood Principles.

The policy has been met.

9. Mix of Activities. Great Neighborhoods provide easy and convenient access to many of the destinations, activities, and local services that residents use on a daily basis.

- a. Neighborhood destinations including, but not limited to, neighborhood serving commercial uses, schools, parks, and other community services, shall be provided in locations that are easily accessible to surrounding residential uses.***
- b. Neighborhood-serving commercial uses are integrated into the built environment at a scale that is appropriate with the surrounding area.***
- c. Neighborhoods are designed such that owning a vehicle can be optional.***

Response: The Conditional Use application as it relates to the Immediate Neighborhood Area is predominantly residential development with single-family, duplex, and multi-family units. There is no commercial designated land by zoning designation within the Immediate Neighborhood Area.

The Larger Neighborhood area is a combination of residential and commercial development styles with detached and attached single-family dwellings, apartments, retirements facilities, and commercial business operations.

Transit is provided on NW 2nd Street that connects to the downtown McMinnville commercial core.

The proposed Conditional Use would provide the opportunity to have a Child Care Center with residential development that is within walking distance to an elementary school, neighborhood park and commercial services, reducing the need for a vehicle for shorter daily needs. The proposal would be in alignment with and builds on other R-4 zoned lands, and those that are developed as multi-family in the Larger Neighborhood Area for a mix of activities.

The policy has been met.

10. Urban-Rural Interface. Great Neighborhoods complement adjacent rural areas and transition between urban and rural uses.

- a. Buffers or transitions in the scale of uses, buildings, or lots shall be provided on urban lands adjacent to rural lands to ensure compatibility.*

Response: The subject site is not adjacent to a rural area. Existing development within the Immediate Neighborhood Area abuts urban scale development. The Larger Neighborhood Area has existing transitions to rural areas that are outside the UGB.

The policy has been met.

11. Housing for Diverse Incomes and Generations. Great Neighborhoods provide housing opportunities for people and families with a wide range of incomes, and for people and families in all stages of life.

- a. A range of housing forms and types shall be provided and integrated into neighborhoods to provide for housing choice at different income levels and for different generations.*

Response: The proposal is for a Child Care Center in an existing building. The proposal is not for housing, but the use would be supportive of housing in the Immediate Neighborhood Area and Larger Neighborhood Area.

12. Housing Variety. Great Neighborhoods have a variety of building forms and architectural variety to avoid monoculture design.

- a. Neighborhoods shall have several different housing types.*
- b. Similar housing types, when immediately adjacent to one another, shall provide variety in building form and design.*

Response: The proposal is for a Child Care Center in an existing building. The proposal is not for housing, but the use would be supportive of housing in the Immediate Neighborhood Area and Larger Neighborhood Area. The Immediate Neighborhood is a mix of detached single-family, duplexes, and multi-family dwellings. The Larger Neighborhood Area is a mix of detached single-family dwellings and multi-family dwellings at varying densities. Designation of the subject site as R-4 for a multi-family dwelling project within the Immediate Neighborhood Area will integrate additional apartments into the Jandina Planned Development. The Conditional Use would build upon the multi-family development type that exists within the Larger Neighborhood Area creating a mix of different uses providing child care for residents.

Within the Immediate Neighborhood Area, the housing types that are similar provide a variety of building form and design. Within the Larger Neighborhood Area, the housing types that are similar provide a variety of building form and design. The Child Care Center would be compatible with the existing residential development in size and scale.

13. Unique and Integrated Design Elements. Great Neighborhoods have unique features, designs, and focal points to create neighborhood character and identity. Neighborhoods shall be encouraged to have:

- a. Environmentally friendly construction techniques, green infrastructure systems, and energy efficiency incorporated into the built environment.*
- b. Opportunities for public art provided in private and public spaces.*
- c. Neighborhood elements and features including, but not limited to, signs, benches, park shelters, street lights, bike racks, banners, landscaping, paved surfaces, and fences, with a consistent and integrated design that are unique to and define the neighborhood.*

Response: The property subject to the requested Conditional Use will be repurposed and improved to current land use and building code requirements that address energy efficiency.

The proposed development does not have art integrated into the design.

The proposed Day Care Center would provide bike racks, landscaping, off-street paved parking, streetlights, fencing and other required design elements in conformance with the MMC Title 17 requirements. The site improvements would enhance the Immediate Neighborhood Area and Larger Neighborhood Area elements and features.

The policy has been met.

UGB EXPANSION AREA PLANNING PROCESS

Response: Policies 187.60.00 - 187.610 do not apply because the proposed application is not to expand the Urban Growth Boundary.

FRAMEWORK PLANS

Response: Policies 187.70.00 – 187.70.30 do not apply because the proposed application is not to expand the Urban Growth Boundary

AREA PLANNING

Response: Policies 187.80.00 – 187.80.30 do not apply because the proposed application is not to expand the Urban Growth Boundary.

MASTER PLANNING

Response: Policies 187.90.00 – 187.90.40 do not apply because the proposed application is not to expand the Urban Growth Boundary.

NEIGHBORHOOD ACTIVITY CENTERS

Goal: ***NEIGHBORHOOD ACTIVITY CENTERS PROVIDE SHOPPING, SERVICES, RECREATION, HIGH-DENSITY HOUSING, OFFICE AND INSTITUTIONAL***

**FACILITIES NEEDED TO SUPPORT A SURROUNDING NEIGHBORHOOD
OR URBAN AREA.**

Policies:

Response: Policies 187.95.00 – 187.95.02 do not apply because the development concept is not for a neighborhood activity center.

Neighborhood Activity Center Locational Criteria Policies:

Response: Policies 187.95.03 – 187.95.04 do not apply because the development concept is not for a neighborhood activity center.

Neighborhood Activity Center Site Area and Development Size and Intensity

Response: Policies 187.95.05 – 187.95.07 do not apply because the development concept is not for a neighborhood activity center.

**CHAPTER X CITIZEN INVOLVEMENT
AND PLAN AMENDMENT**

GOAL X 1: ***TO PROVIDE OPPORTUNITIES FOR CITIZEN INVOLVEMENT IN THE LAND USE DECISION MAKING PROCESS ESTABLISHED BY THE CITY OF McMINNVILLE.***

GOAL X 2: ***TO MAKE EVERY EFFORT TO ENGAGE AND INCLUDE A BROAD CROSS SECTION OF THE COMMUNITY BY MAINTAINING AN ACTIVE AND OPEN CITIZEN INVOLVEMENT PROGRAM THAT IS ACCESSIBLE TO ALL MEMBERS OF THE COMMUNITY AND ENGAGES THE COMMUNITY DURING DEVELOPMENT AND IMPLEMENTATION OF LAND USE POLICIES AND CODES.***

GOAL X 3: ***TO PERIODICALLY REVIEW AND AMEND THE McMINNVILLE COMPREHENSIVE PLAN TO REFLECT CHANGES IN COMMUNITY CIRCUMSTANCES, IN CITIZEN DESIRES, AND IN THE STATEWIDE GOALS.***

Policies:

Response: Policies 189.00 – 196.00 do not apply because the application is not proposing to amend the Comprehensive Plan and the City is responsible for appointments to the Citizen Involvement Committee.

188.00 ***The City of McMinnville shall continue to provide opportunities for citizen involvement in all phases of the planning process. The opportunities will allow for review and comment by community residents and will be supplemented by the availability of information on planning requests and the provision of feedback mechanisms to evaluate decisions and keep citizens informed.***

Response: A Neighborhood Meeting was conducted on April 22, 2026, to allow for public input. Additional public input opportunities are provided through Planning Commission and City Council public hearings.

Add new Natural Hazards sections

***CHAPTER XI
NATURAL FEATURES***

GOAL XI 1: PROTECT LIFE AND PROPERTY FROM INVENTORIED NATURAL HAZARDS, INCLUDING FLOODING, GEOLOGICAL, AND WILDFIRE HAZARDS.

NATURAL HAZARDS

Multi Hazards

Policies:

Response: Policies 197.00 – 197.120 do not apply because the subject site is not listed as a Managed Development Overlay and is not regulated by MMC 17.49.

Geological Hazards

Geological hazards appear on the McMinnville Natural Hazards Inventory and include:

- 1. Slopes of 25% or more;***
- 2. Moderate, high and severe risk earthquake (liquefaction and shaking) risk areas; and***
- 3. Moderate and high-risk landslide hazard areas.***

Policies:

Response: Policies 198.10 – 198.70 do not apply because the subject site is not listed as a Managed Development Overlay and is not regulated by MMC 17.49.

Flood Hazards

Policies

Response: Policies 199.00 – 199.70 do not apply because the subject site is not listed as a Managed Development Overlay and is not regulated by MMC 17.49.

IV. SUMMARY AND CONCLUSIONS

Based on the above findings, the Applicant has demonstrated compliance with applicable sections of the City of McMinnville Municipal City Code, and McMinnville Comprehensive Plan. Therefore, the Applicant requests that the Conditional Use be approved.

EXHIBIT 1

CONDITIONAL USE APPLICATION

**Planning Department**

231 NE Fifth Street • McMinnville, OR 97128

(503) 434-7311 Office • (503) 474-4955 Fax

www.mcminnvilleoregon.gov**Office Use Only:**

File No. _____

Date Received _____

Fee _____

Receipt No. _____

Received by _____

Conditional Use Application

Applicant Information

Applicant is: ☐ Property Owner ☐ Contract Buyer ☒ Option Holder ☐ Agent ☐ Other _____

Willamette Valley Wine Foundation (Mike McNally)

Applicant Name Farmworker Housing Development Corporation Phone (503) 550-2764

(Maria Elena Guerra) Phone (503) 838-0644

Contact Name _____ Phone _____

(If different than above)

Address 3519 NE 15th Avenue, #500 1274 Fifth St, Suite 1-A

Woodburn, OR 97071

City, State, Zip Portland, OR 97212

Contact Email mike@fairsingvinyard.com mariaguerra@fhdc.org

Property Owner Information

Property Owner Name Salvation Army Phone (503) 794-3299

(If different than above) Major Jonathan Harvey

Contact Name Amy Hughes Phone (503) 425-9441

Address PO Box 8798

City, State, Zip Portland, OR 97208

Contact Email jonathan.harvey@usw.salvationarmy.org

amy.hughes@usw.salvationarmy.org

Site Location and Description

(If metes and bounds description, indicate on separate sheet)

Property Address 1950 SW 2nd Street

Assessor Map No. R4 - 4 - 19DA- 14900 Total Site Area 3.68 acres/.68 acre for site

Subdivision Jandina Block N/A Lot N/A

Comprehensive Plan Designation Residential Zoning Designation R-2/PD

1. State nature of the request in detail: See Conditional Use Narrative for a complete description.

2. Describe in detail how the request will be consistent with the McMinnville Comprehensive Plan and the objectives of the zoning ordinance: _____

See Conditional Use Narrative for a complete description.

3. Describe how the location size, design, and operating characteristics of the proposed development are such that it can be made reasonably compatible with, and have minimum impact on, the livability or appropriate development of abutting properties and the surrounding neighborhood, with consideration given to harmony in scale, bulk, coverage, and density; to the availability of public facilities and utilities; to the generation of traffic and the capacity of surrounding streets; and to any other relative impact of the development: _____

See Conditional Use Narrative for a complete description.

6. Has the development been specifically designed to preserve any environmental assets or unique topography or vegetation of the site? If so, how? _____

See Conditional Use Narrative for a complete description.

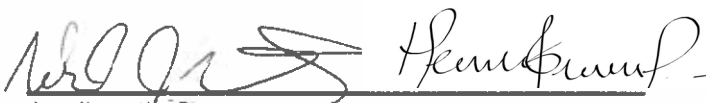
7. Explain how the development and use of the land as proposed has no inappropriate purpose, such as to artificially alter property values for speculative purposes: _____

See Conditional Use Narrative for a complete description.

In addition to this completed application, the applicant must provide the following

- ☒ A site plan (drawn to scale, with a north arrow, legible, and of a reproducible size), clearly showing existing and proposed features within, and adjacent to, the subject site, such as Access, lot and street lines with dimensions, distances from property lines to structures, structures and other proposed and existing improvements, north direction arrow, and significant features (slope, vegetation, adjacent development, drainage, etc.)
- ☒ A legal description of the property, preferably taken from deed
- ☒ Compliance of Neighborhood Meeting Requirements
- ☒ Payment of the applicable review fee, which can be found on the Planning Department web page.

I certify the statements contained herein, along with the evidence submitted, are in all respects true and are correct to the best of my knowledge and belief.


Applicant's Signature

7/12/26
Date


Property Owner's Signature

7/16/26
Date

EXHIBIT 2

PRELIMINARY TITLE REPORT



First American Title™

First American Title Insurance Company

775 NE Evans Street
McMinnville, OR 97128
Phn - (503)376-7363
Fax - (866)800-7294

Order No.: 1031-4349190

February 11, 2026

FOR QUESTIONS REGARDING YOUR CLOSING, PLEASE CONTACT:

AMY KERSHAW, Escrow Officer/Closer
Phone: (503)472-4627 - Fax: (866)800-7294 - Email: AKershaw@firstam.com
First American Title Insurance Company
775 NE Evans Street, McMinnville, OR 97128

FOR ALL QUESTIONS REGARDING THIS PRELIMINARY REPORT, PLEASE CONTACT:

Clayton Carter, Title Officer
Phone: (503)376-7363 - Fax: (866)800-7294 - Email: ctcarter@firstam.com

Preliminary Title Report

This report is for the exclusive use of the parties herein shown and is preliminary to the issuance of a title insurance policy and shall become void unless a policy is issued, and the full premium paid.

Please be advised that any provision contained in this document, or in a document that is attached, linked or referenced in this document, that under applicable law illegally discriminates against a class of individuals based upon personal characteristics such as race, color, religion, sex, sexual orientation, gender identity, familial status, disability, national origin, or any other legally protected class, is illegal and unenforceable by law.

County Tax Roll Situs Address: 1950 SW 2nd Street, McMinnville, OR 97128

2021 ALTA Owners Standard Coverage	Liability \$	1,600,000.00	Premium \$	3,000.00
2021 ALTA Owners Extended Coverage	Liability \$		Premium \$	
2021 ALTA Lenders Standard Coverage	Liability \$		Premium \$	
2021 ALTA Lenders Extended Coverage	Liability \$		Premium \$	TBD TBD
Endorsement			Premium \$	
Govt Service Charge			Cost \$	25.00
Other			Cost \$	

We are prepared to issue Title Insurance Policy or Policies of First American Title Insurance Company, a Nebraska Corporation in the form and amount shown above, insuring title to the following described land:

The land referred to in this report is described in Exhibit A attached hereto.

and as of February 03, 2026 at 8:00 a.m., [title to the fee simple estate is vested in:](#)

The Salvation Army

Subject to the exceptions, exclusions, and stipulations which are ordinarily part of such Policy form and the following:

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the public records; proceedings

by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the public records.

2. Facts, rights, interests or claims which are not shown by the public records but which could be ascertained by an inspection of the land or by making inquiry of persons in possession thereof.
3. Easements, or claims of easement, not shown by the public records; reservations or exceptions in patents or in Acts authorizing the issuance thereof; water rights, claims or title to water.
4. Any encroachment (of existing improvements located on the subject land onto adjoining land or of existing improvements located on adjoining land onto the subject land), encumbrance, violation, variation, or adverse circumstance affecting the title that would be disclosed by an accurate and complete land survey of the subject land.
5. Any lien, or right to a lien, for services, labor, material, equipment rental or workers compensation heretofore or hereafter furnished, imposed by law and not shown by the public records.

The exceptions to coverage 1-5 inclusive as set forth above will remain on any subsequently issued Standard Coverage Title Insurance Policy.

In order to remove these exceptions to coverage in the issuance of an Extended Coverage Policy the following items are required to be furnished to the Company; additional exceptions to coverage may be added upon review of such information:

- A. Survey or alternative acceptable to the company
- B. Affidavit regarding possession
- C. Proof that there is no new construction or remodeling of any improvement located on the premises. In the event of new construction or remodeling the following is required:
 - i. Satisfactory evidence that no construction liens will be filed; or
 - ii. Adequate security to protect against actual or potential construction liens;
 - iii. Payment of additional premiums as required by the Industry Rate Filing approved by the Insurance Division of the State of Oregon
6. Water rights, claims or title to water, whether or not shown by the public record.
7. Any claim to (a) ownership of or rights to minerals and similar substances, including but not limited to ores, metals, coal, lignite, oil, gas, uranium, clay, rock, sand, and gravel located in, on, or under the Land or produced from the Land, whether such ownership or rights arise by lease, grant, exception, conveyance, reservation, or otherwise; and (b) any rights, privileges, immunities, rights of way, and easements associated therewith or appurtenant thereto, whether or not the interests or rights excepted in (a) or (b) appear in the Public Records.
8. Taxes, including the current fiscal year, not assessed because of Religious Organizations Exemption. If the exempt status is terminated an additional tax may be levied. Account No. 485689.
9. City liens, if any, of the City of McMinnville.

Note: There are no liens as of February 10, 2026. All outstanding utility and user fees are not liens and therefore are excluded from coverage.

10. The rights of the public in and to that portion of the premises herein described lying within the limits of streets, roads and highways.

11. Easement, including terms and provisions contained therein:
Recording Information: July 21, 1978, Film [Volume 131, Page 442](#), Deed and Mortgage Records
In Favor of: City of McMinnville, Oregon, a municipal corporation, acting by and through its Water and Light Commission
For: power lines
12. Covenants, conditions, restrictions and/or easements; but deleting any covenant, condition or restriction indicating a preference, limitation or discrimination based on race, color, religion, sex, handicap, family status, or national origin to the extent such covenants, conditions or restrictions violate Title 42, Section 3604(c), of the United States Codes:
Recording Information: October 24, 1979, Film [Volume 145, Page 591](#), Deed and Mortgage Records

Modification and/or amendment by instrument:
Recording Information: March 25, 1980, Film [Volume 149, Page 556](#), Deed and Mortgage Records

Modification and/or amendment by instrument:
Recording Information: January 30, 1992, Film [Volume 264, Page 1533](#), Deed and Mortgage Records
13. Easement as shown on the recorded plat/partition
For: storm drain
Affects: see plat for exact location
14. Unrecorded leases or periodic tenancies, if any.
15. This report has been submitted to our underwriter for review and approval. We will inform you of any further exceptions and/or requirements.
16. With respect to The Salvation Army:
 - a. A copy of its by-laws or similar document establishing authority of the religious entity to enter into the proposed transaction;
 - b. A copy of its articles of incorporation or similar formation document and any corrections, amendments or restatements thereto;
 - c. Evidence that approval has been obtained or is not required from any parent, regional or national organization with which it may be affiliated;
 - d. Other requirements which the Company may impose following its review of the material required herein and other information which the Company may require.
17. Authority documents for all parties executing documents including the following:

With respect to Willamette Valley Wine Foundation: Evidence that the corporation is properly formed and in good standing in the state of its domicile. An official copy of the bylaws for the corporation. A copy of a resolution of the Board of Directors authorizing the contemplated transaction and designating which corporate officers shall have the power to execute on behalf of the corporation. Other requirements which the Company may impose following its review of the material required herein and other information which the Company may require.

- END OF EXCEPTIONS -

NOTE: According to the public records, there has been no conveyance of the land within a period of 24 months prior to the date of this report, except as follows:

None

NOTE: We find no matters of public record against Willamette Valley Wine Foundation that will take priority over any trust deed, mortgage or other security instrument given to purchase the subject real property as established by ORS 18.165.

NOTE: This Preliminary Title Report does not include a search for Financing Statements filed in the Office of the Secretary of State, or in a county other than the county wherein the premises are situated, and no liability is assumed if a Financing Statement is filed in the Office of the County Clerk covering Fixtures on the premises wherein the lands are described other than by metes and bounds or under the rectangular survey system or by recorded lot and block.

NOTE: We find no outstanding voluntary liens of record affecting subject property. An inquiry should be made concerning the existence of any unrecorded lien or other indebtedness which could give rise to any security interest in the subject property.

Situs Address as disclosed on Yamhill County Tax Roll:

1950 SW 2nd Street, McMinnville, OR 97128

THANK YOU FOR CHOOSING FIRST AMERICAN TITLE!
WE KNOW YOU HAVE A CHOICE!

Recording Information

For county recording requirements and fees visit

<https://www.yamhillcounty.gov/746/Recording>

NOTE: Non-standard Document Fee of \$20.00, if applicable, will be imposed by the county clerk for documents presented for recording that fail to meet the requirements established by ORS 205.27

You can also calculate fees by using our Title Fee Calculator at <https://facc.firstam.com/>.

cc: Willamette Valley Wine Foundation

cc: The Salvation Army

cc: ,

,

cc: ,

,

Exhibit "A"

Real property in the County of Yamhill, State of Oregon, described as follows:

Parcel 1 of PARTITION PLAT NO. 92-07, recorded January 30, 1992, [Film 3, Page 182 and 183](#), Record of Plats for Yamhill County, Oregon.



First American Title Insurance Company

SCHEDULE OF EXCLUSIONS FROM COVERAGE

ALTA LOAN POLICY (07/01/21)

The following matters are excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. a. any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) that restricts, regulates, prohibits, or relates to:
 - i. the occupancy, use, or enjoyment of the Land;
 - ii. the character, dimensions, or location of any improvement erected on the Land;
 - iii. the subdivision of land; or
 - iv. environmental remediation or protection.
- b. any governmental forfeiture, police, regulatory, or national security power.
- c. the effect of a violation or enforcement of any matter excluded under Exclusion 1.a. or 1.b.
Exclusion 1 does not modify or limit the coverage provided under Covered Risk 5 or 6.
2. Any power of eminent domain. Exclusion 2 does not modify or limit the coverage provided under Covered Risk 7.
3. Any defect, lien, encumbrance, adverse claim, or other matter:
 - a. created, suffered, assumed, or agreed to by the Insured Claimant;
 - b. not Known to the Company, not recorded in the Public Records at the Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
 - c. resulting in no loss or damage to the Insured Claimant;
 - d. attaching or created subsequent to the Date of Policy (Exclusion 3.d. does not modify or limit the coverage provided under Covered Risk 11, 13, or 14); or
 - e. resulting in loss or damage that would not have been sustained if consideration sufficient to qualify the Insured named in Schedule A as a bona fide purchaser or encumbrancer had been given for the Insured Mortgage at the Date of Policy.
4. Unenforceability of the lien of the Insured Mortgage because of the inability or failure of an Insured to comply with applicable doing-business law.
5. Invalidity or unenforceability of the lien of the Insured Mortgage that arises out of the transaction evidenced by the Insured Mortgage and is based upon usury law or Consumer Protection Law.
6. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights law, that the transaction creating the lien of the Insured Mortgage is a:
 - a. fraudulent conveyance or fraudulent transfer;
 - b. voidable transfer under the Uniform Voidable Transactions Act; or
 - c. preferential transfer:
 - i. to the extent the Insured Mortgage is not a transfer made as a contemporaneous exchange for new value; or
 - ii. for any other reason not stated in Covered Risk 13.b.
7. Any claim of a PACA-PSA Trust. Exclusion 7 does not modify or limit the coverage provided under Covered Risk 8.
8. Any lien on the Title for real estate taxes or assessments imposed by a governmental authority and created or attaching between the Date of Policy and the date of recording of the Insured Mortgage in the Public Records. Exclusion 8 does not modify or limit the coverage provided under Covered Risk 2.b. or 11.b.
9. Any discrepancy in the quantity of the area, square footage, or acreage of the Land or of any improvement to the Land.

ALTA OWNER'S POLICY (07/01/21)

The following matters are excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. a. any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) that restricts, regulates, prohibits, or relates to:
 - i. the occupancy, use, or enjoyment of the Land;
 - ii. the character, dimensions, or location of any improvement on the Land;
 - iii. the subdivision of land; or
 - iv. environmental remediation or protection.
- b. any governmental forfeiture, police, regulatory, or national security power.
- c. the effect of a violation or enforcement of any matter excluded under Exclusion 1.a. or 1.b.
Exclusion 1 does not modify or limit the coverage provided under Covered Risk 5 or 6.
2. Any power of eminent domain. Exclusion 2 does not modify or limit the coverage provided under Covered Risk 7.
3. Any defect, lien, encumbrance, adverse claim, or other matter:
 - a. created, suffered, assumed, or agreed to by the Insured Claimant;
 - b. not Known to the Company, not recorded in the Public Records at the Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
 - c. resulting in no loss or damage to the Insured Claimant;
 - d. attaching or created subsequent to the Date of Policy (Exclusion 3.d. does not modify or limit the coverage provided under Covered Risk 9 or 10); or
 - e. resulting in loss or damage that would not have been sustained if consideration sufficient to qualify the Insured named in Schedule A as a bona fide purchaser had been given for the Title at the Date of Policy.
4. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights law, that the transaction vesting the Title as shown in Schedule A is a:
 - a. fraudulent conveyance or fraudulent transfer;
 - b. voidable transfer under the Uniform Voidable Transactions Act; or
 - c. preferential transfer:
 - i. to the extent the instrument of transfer vesting the Title as shown in Schedule A is not a transfer made as a contemporaneous exchange for new value; or
 - ii. for any other reason not stated in Covered Risk 9.b.
5. Any claim of a PACA-PSA Trust. Exclusion 5 does not modify or limit the coverage provided under Covered Risk 8.
6. Any lien on the Title for real estate taxes or assessments imposed or collected by a governmental authority that becomes due and payable after the Date of Policy. Exclusion 6 does not modify or limit the coverage provided under Covered Risk 2.b.
7. Any discrepancy in the quantity of the area, square footage, or acreage of the Land or of any improvement to the Land.

SCHEDULE OF STANDARD EXCEPTIONS

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the public records; proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the public records.
2. Facts, rights, interests or claims which are not shown by the public records but which could be ascertained by an inspection of the land or by making inquiry of persons in possession thereof.
3. Easements, or claims of easement, not shown by the public records; reservations or exceptions in patents or in Acts authorizing the issuance thereof; water rights, claims or title to water.
4. Any encroachment (of existing improvements located on the subject land onto adjoining land or of existing improvements located on adjoining land onto the subject land), encumbrance, violation, variation, or adverse circumstance affecting the title that would be disclosed by an accurate and complete land survey of the subject land.
5. Any lien" or right to a lien, for services, labor, material, equipment rental or workers compensation heretofore or hereafter furnished, imposed by law and not shown by the public records.

NOTE: A SPECIMEN COPY OF THE POLICY FORM (OR FORMS) WILL BE FURNISHED UPON REQUEST

Rev. 07-01-21



Privacy Notice

Last Updated and Effective Date: December 1, 2025

First American Financial Corporation and its subsidiaries and affiliates (collectively, "First American," "we," "us," or "our") describe in our full privacy notice ("Notice"), which can be found at <https://www.firstam.com/privacy-policy/>, how we collect, use, store, sell or share your personal information when: (1) you access or use our websites, mobile applications, web-based applications, or other digital platforms where the Notice is posted ("Sites"); (2) you use our products and services ("Services"); (3) you communicate with us in any manner, including by e-mail, in-person, telephone, or other communication method ("Communications"); (4) we obtain your information from third parties, including service providers, business partners, and governmental departments and agencies ("Third Parties"); and (5) you interact with us to conduct business dealings, such as the personal information we obtain from business partners and service providers and contractors who provide us certain business services ("B2B"). This shortened form of the Notice describes some of the terms contained in the full Privacy Notice. Personal information is sometimes also referred to as personal data, personally identifiable information or other like terms to mean any information that directly or indirectly identifies you or is reasonably capable of being associated with you or your household. However, certain types of information are not personal information and thus, not within the scope of our Notice, such as: (1) publicly available information; and (2) de-identified and aggregated data that is not capable of identifying you. If we use de-identified or aggregated data, we commit to maintain and use the information in a non-identifiable form and not attempt to reidentify the information, unless required or permitted by law.

This Notice applies wherever it is posted. To the extent a First American subsidiary or affiliate has different privacy practices, such entity shall have their own privacy statement posted as applicable.

Please note that this Notice does **not** apply to any information we collect from job candidates and employees. Our employee and job candidate privacy notice can be found [here](#).

What Type Of Personal Information Do We Collect About You? We collect a variety of categories of personal information about you. To learn more about the categories of personal information we collect, please visit <https://www.firstam.com/privacy-policy/>.

How Do We Collect Your Personal Information? We collect your personal information: (1) directly from you; (2) automatically when you interact with us; and (3) from other parties, including business parties and affiliates.

How Do We Use Your Personal Information? We may use your personal information in a variety of ways, including but not limited to providing the services you have requested, fulfilling your transactions, complying with relevant laws and our policies, and handling a claim. To learn more about how we may use your personal information, please visit <https://www.firstam.com/privacy-policy/>.

How Do We Disclose Your Personal Information? We may disclose your personal information, including to subsidiaries, affiliates, and to unaffiliated parties, such as service providers and contractors: (1) with your consent; (2) in a business transfer; and (3) for legal process and protection. Although we do not "sell" your information in the traditional sense, the definition of "sale" is broad under the CCPA that some disclosures of your information to third parties may be considered a "sale" or "sharing" for targeted advertising. To learn more about how we disclose your personal information, please visit <https://www.firstam.com/privacy-policy/>.

How Do We Store and Protect Your Personal Information? The security of your personal information is important to us. We take all commercially reasonable steps to make sure your personal information is protected. We use our best efforts to maintain commercially reasonable technical, organizational, and physical safeguards, consistent with applicable law, to protect your personal information.

How Long Do We Keep Your Personal Information? We keep your personal information for as long as necessary in accordance with the purpose for which it was collected, our business needs, and our legal and regulatory obligations.



Your Choices We provide you the ability to exercise certain controls and choices regarding our collection, use, storage, and disclosure of your personal information. You can learn more about your choices by visiting <https://www.firstam.com/privacy-policy/>.

International Jurisdictions: Our Services are offered in the United States of America (US), and are subject to US federal, state, and local law. If you are accessing the Services from another country, please be advised that you may be transferring your information to us in the US, and you consent to that transfer and use of your information in accordance with the Notice. You also agree to abide by the applicable laws of applicable US federal, state, and local laws concerning your use of the Services, and your agreements with us.

Changes to Our Notice: We may change the Notice from time to time. Any and all changes to the Notice will be reflected on this page and in the full Notice, and where appropriate provided in person or by another electronic method.

YOUR CONTINUED USE, ACCESS, OR INTERACTION WITH OUR SERVICES OR YOUR CONTINUED COMMUNICATIONS WITH US AFTER THIS NOTICE HAS BEEN PROVIDED TO YOU WILL REPRESENT THAT YOU HAVE READ AND UNDERSTOOD THE NOTICE.

For California Residents If you are a California resident, you may have certain rights under California law, including but not limited to the California Consumer Privacy Act of 2018, as amended by the California Privacy Rights Act and its implementing regulations. To learn more, please visit <https://www.firstam.com/privacy-policy/>.

Contact Us: dataprivacy@firstam.com or toll free at 1-866-718-0097.



SEE MAP 4 4 19AC



This map is provided as a courtesy by First American Title Insurance Company to assist in the locating of said premises and the company assumes no liability for its accuracy or for matters that may be disclosed by a survey.

1992 MAR 13 PM 2:27

F 266P0720

WARRANTY DEED (Statutory Form)

GRANTOR:

GRANADA LAND COMPANY

CONVEYS AND WARRANTS TO

GRANTEE:

THE SALVATION ARMY

the following described real property free of encumbrances except as specifically set forth herein:

Parcel 1 of Partition Plat No. 92-07, recorded January 30, 1992, Film 3, Page 182 and 183, Record of Plats for Yamhill County, Oregon.

SUBJECT TO:

Easement as delineated or dedicated on the recorded plat for storm drain affecting the Westerly portion; Covenants, conditions and restrictions recorded October 24, 1979 in Film Volume 145, Page 591, Microfilm Records of Yamhill County, which were amended by instrument recorded March 25, 1984 in Film Volume 149, Page 556, Microfilm Records of Yamhill County, which were amended by instrument recorded January 30, 1992 in Film Volume 264, Page 1537, Microfilm Records, Yamhill County, Oregon.

4419-3400
 21-01079

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES.

The true and actual consideration for this transfer stated in terms of dollars is \$ 90,000.00

However, if the actual consideration consists of or includes other property or other value given or promised, such other property or value was part of the / the whole of the (indicate which) consideration.

If grantor is a corporation, this has been signed by authority of the Board of Directors.

Granada Land Company

GRANTOR: By Lawrence T. Epping

DATED: February 2, 1992

Until a change is requested, all tax statements shall be sent to the following address:

The Salvation Army, P.O. Box 765, McMinnville, OR 97128

STATE OF OREGON, County of Marion ss.

Date: February 2, 1992

Personally appeared the above named Lawrence T. Epping

and acknowledged the foregoing instrument to be his voluntary act and deed.

Before me:

Carolyn M. Orr
 CAROLYN M. ORR
 NOTARY PUBLIC - OREGON
 My Commission Expires 5-13-94

MY COMMISSION EXPIRES:

STATE OF OREGON, County of _____ ss.

Date: _____

Personally appeared _____, who being sworn, stated that he/she is the _____ of grantor corporation and that this instrument was voluntarily signed and sealed on behalf of the corporation. Before Me:

NOTARY PUBLIC FOR OREGON

MY COMMISSION EXPIRES:

(DON'T USE THIS SPACE:
 RESERVED FOR RECORDING
 COUNTY OF _____ (WHERE USED.)

I hereby certify that this instrument was received and duly recorded by me in Yamhill County records.

T. Fuller
 CHARLES STERN,
 COUNTY CLERK

NOTARY SEAL

NOTARY SEAL

AFTER RECORDING RETURN TO:

The Salvation Army
 P.O. Box 765
 McMinnville, OR 97128

K-70 8/91

Tax Account #4419-3400 (a portion of)

3-13-92



Yamhill County, Oregon

'In the heart of the Willamette Valley'

535 NE 5th
Street
McMinnville,
OR 97128
503-434-
7521

Property Account Summary

2/10/2026



Click image above for more information

Account Number	485689	Property Address	1950 SW 2ND ST , MCMINNVILLE, OR 97128
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General Information

Alternate Property #	R4419DA 14900
Property Description	PARCEL 1 P1992-07
Last Sale Price	
Last Sale Date	
Last Sale Excise Number	
Property Category	Land &/or Buildings
Status	Active, Host Other Property, Locally Assessed
Tax Code Area	40.0
Remarks	

Tax Rate

Description	Rate
Total Rate	

Property Characteristics

Neighborhood	Misc Exempt
Land Class Category	911 Exempt Church Improved
Account Acres	3.6800
Change Property Ratio	Exempt

Parties

Role	Name	Address
Owner	SALVATION ARMY	PO BOX 8798, PORTLAND, OR 97208 USA

Related Properties

400872 is Located On this property

Property Values

Value Type	Tax Year 2025	Tax Year 2024	Tax Year 2023	Tax Year 2022	Tax Year 2021
Assessed Value AVR	\$279,867	\$279,867	\$279,867	\$279,867	\$279,867
Exempt Value EAR	\$279,867	\$279,867	\$279,867	\$279,867	\$279,867
Taxable Value TVR					
Real Market Land MKLTL	\$78,752	\$78,752	\$78,752	\$78,752	\$78,752
Real Market Buildings MKITL	\$201,115	\$201,115	\$201,115	\$201,115	\$201,115
Real Market Total MKTTL	\$279,867	\$279,867	\$279,867	\$279,867	\$279,867
M5 Market Land MKLND	\$78,752	\$78,752	\$78,752	\$78,752	\$78,752
M5 Limit SAV M5SAV					
M5 Market Buildings MKIMP	\$201,115	\$201,115	\$201,115	\$201,115	\$201,115
M50 MAV MAVMK	\$409,848	\$409,848	\$409,848	\$409,848	\$409,848
Assessed Value Exception					
Market Value Exception					
SA Land (MAVUSe Portion) SAVL					

Parents

Parcel No.	Seg/Merge No.	Status	From Date	To Date	Continued	Document Number
No Parents Found						

Children

Parcel No.	Seg/Merge No.	Status	From Date	To Date	Document Number
No Children Found					

Active Exemptions

307.140-Churches & Religious

Tax Balance

[Installments Payable/Paid for Tax Year\(Enter 4-digit Year, then Click-Here\):](#)

Receipts

Date	Receipt No.	Amount Applied	Amount Due	Tendered	Change
No Receipts Found					

Sales History

Property Details

Living Area Sq Ft	Manf Struct Size	Year Built	Improvement Grade	Stories	Bedrooms	Full Baths	Half Baths



Yamhill County, Oregon

'In the heart of the Willamette Valley'

535 NE 5th
Street
McMinnville,
OR 97128
503-434-
7521

Installments Paid/Payable

Parcel Number	485689	Property Address	1950 SW 2ND ST , MCMINNVILLE, OR 97128
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No Available Tax Charges for this Property in this Year.

POWER LINE EASEMENT

FILM 131 PAGE 442

KNOW ALL MEN BY THESE PRESENTS That J. Greggin, Inc., an

Oregon corporation, (P. O. Box 29, Hubbard, Oregon, 97032) hereinafter called the "Grantor", for and in consideration of ONE DOLLAR to him in hand paid by the CITY OF McMinnville, Oregon, a municipal corporation, acting by and through its Water and Light Commission, has bargained, sold and conveyed, and by these presents does hereby bargain, sell and convey unto the City of McMinnville, Oregon, acting by and through its Water and Light Commission, its successors and assigns, a permanent easement and right of way five feet in width, including a perpetual right to enter upon said easement area herein-after described for the purpose of constructing, reconstructing, maintaining, and using power lines with poles, cross arms, wires, guy wires and poles, and other appurtenances, which may hereinafter be installed on that certain City Street, known as Second Avenue, City of McMinnville, Oregon and for the further right to remove trees, bushes, undergrowth, and other obstructions interfering with the location, construction and maintenance of said power lines.

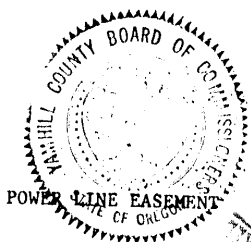
The land affected by the grant of this easement as granted to the City of McMinnville, Oregon, acting by and through its Water and Light Commission, is more particularly described as follows:

Tax Lot Number 4419-3400. Marguerite D. Spiller, Stephen D. Spiller, Katrina Tistadt, also known as Katherine Tistadt, Charles D. Tistadt and H. Edward Tistadt.

The limits of said easement as it crosses the above described real premises will lie within five feet South of Second Avenue, City of McMinnville, Oregon and the poles installed for said power lines will be placed in the right-of-way of said county road and this easement shall cover the overhang of the power lines extended over the boundary line of said county road above the real premises above described, and supporting guy wires and poles.

TO HAVE AND TO HOLD said easement and right of way unto the City of McMinnville, Oregon, acting by and through its Water and Light Commission, and to its successors and assigns forever.

The grantor hereby reserves the right to use the surface of the strip of land covered by this easement and right of way, excepting the right to erect structures thereon which would interfere with such power lines.



STATE OF OREGON

County of YAMHILL

64290

I, Wanda Catt, County Clerk in and for said County and State, do hereby certify that the within Instrument of Writing was received and has been by me duly recorded on Page 442 of Film Vol. 131 of the Records of deed for said County, on this 21 day of July AD 1978 at 12:47 o'clock PM.

In testimony whereof I have hereto subscribed my name and affixed my Official Seal
Wanda Catt, County Clerk

By Lanada Ollis
Deputy

The grantor hereby does covenant to and with the City, its successors and assigns, that he is lawfully seized and possessed of said premises and he has a good and lawful right to convey it or any part thereof, that it is free from all liens and encumbrances except encumbrances held by mortgagees, if any, or contract vendors, if any, who give their consent to this easement, and he will forever warrant and defend the title thereto against the lawful claims of all persons whomsoever.

In construing this easement, it is understood that the grantor may be more than one person; that if the context so requires, the singular pronoun shall be taken to mean and include the plural, the masculine, the feminine and the neuter, and that generally all grammatical changes shall be made, assumed and implied to make provisions hereof apply equally to individuals.

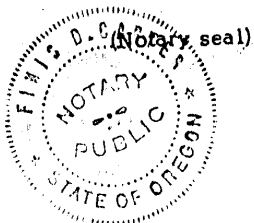
IN WITNESS WHEREOF, Grantor above named has executed this instrument this 8th day of June, 1978.

J. GREGGIN, INC.
an Oregon corporation
By D. E. Hockert President
By Janice M. Hockert Secretary

STATE OF Oregon County of Marion ss. June 8, 1978
Date

Personally appeared Danny E. Hockert and Janice M. Hockert who, being duly sworn, each for himself and not one for the other did say that the former is the president and that the latter is the secretary of J. GREGGIN, INC., a corporation and that the seal affixed to the foregoing instrument is the corporate seal of said corporation, and that said instrument was signed and sealed in behalf of said corporation by authority of its board of directors; and each of them acknowledged said instrument to be its voluntary act and deed.

Before me: [Signature]
Notary Public for Oregon
My commission expires 12-7-80



DECLARATION OF RESTRICTIONS AND
COVENANTS OF JANDINA RESIDENTIAL DEVELOPMENT

THIS DECLARATION, Made this 8 day of OCTOBER,
1974, by J. Greggin, Inc., an Oregon corporation, hereinafter
called "declarant".

W I T N E S S E T H:

WHEREAS, declarant is the owner of the real property
described in Exhibit "A" attached hereto and by this reference
incorporated herein, said real property hereinafter referred to
as "JANDINA"; and

WHEREAS, the purpose of this declaration is to establish
a protective framework within which JANDINA will be developed and
to secure for the benefit of all persons who acquire an interest
therein the beauty and variety of the natural environment of
JANDINA:

NOW, THEREFORE, declarant hereby declares that all of
the real property described in Exhibit "A" shall be held, conveyed,
hypothecated, sold, encumbered, used, occupied and improved subject
to the limitations, restrictions, covenants and conditions of
this declaration, hereinafter referred to as "JANDINA Restrictions,
and Covenants".

ARTICLE 1

Definitions

As used in the JANDINA Restrictions and Covenants, the
terms set forth below shall have the following meanings:

1.1 JANDINA Restrictions and Covenants means all of
the limitations, restrictions, covenants and conditions set forth
in this declaration.

1.2 JANDINA means the real property described in
Exhibit "A".

1.3 Owner means the person or persons holding the
beneficial ownership of real property in JANDINA.

1...DECLARATION

1.4 City means the City of McMinnville, Oregon and its governing bodies.

1.5 Lot means each platted lot within JANDINA.

1.6 Common Area means all real property owned by the City for the common use and enjoyment of the Public.

ARTICLE 11

Use and Occupancy - Restrictions and Covenants

2.1 Each owner shall maintain the grounds and improvements of his lot in a clean and attractive condition, in good repair and in such fashion as not to create a fire hazard.

2.2 Each owner shall keep any garbage, trash and other refuse on his lot in covered containers.

2.3 Each owner of a lot shall use the property solely for residential purposes, as shown on the preliminary plan approved by the City.

2.4 EASEMENTS: Easements for installation and maintenance of utilities shall be maintained continuously by the owner of each lot where they exist, except for those improvements for which a public authority or utility company is responsible. No outdoor overhead wire or service drop for the distribution of electric energy or for telecommunication purposes nor any pole, tower, or other structure supporting said outdoor overhead wires shall be erected, placed, or maintained within this subdivision, their heirs, successors, and assigns shall use underground service wires to connect their premises and the structures built thereon to the underground electric or telephone utility facilities, (except for street lighting purposes and any main transmission lines operated by the utility company).

2.5 NUISANCES: No noxious or offensive activity shall be carried on upon any lot, nor shall anything be done thereon which may be or may become an annoyance or nuisance to the neighborhood. Any wrecked or unused automobile or truck remaining on the real premises for a period of more than thirty (30) days shall be deemed a nuisance.

2...DECLARATION

2.6 No trailers or habitable motor vehicles of any nature shall be used as a permanent residence or as a temporary residence for a period exceeding three days on any lot in JANDINA.

2.7 No animals of any kind shall be raised, kept or permitted on any lot other than a reasonable number of household pets which are not kept, bread or raised for commercial purposes or in unreasonable numbers and which are controlled so that they do not constitute a nuisance to the other owners.

2.8 Owners shall at no time maintain any sign or other advertising device of any character upon any lot, except that an owner may maintain one sign not larger than six square feet for the purpose of advertising the property for rent or for sale.

2.9 No camper, trailer house truck, boat or like item shall be parked on any lot nearer an abutting street than the front line of the dwelling house, and, in the case of a corner lot, no closer to the side street than the nearest set-back line. Neither shall any such item be allowed to remain on any street abutting the lot for a period in excess of ten days. Parking of any vehicle, including a passenger automobile between the house and the curb, or on the public streets for the purpose of tearing apart, restoring, repairing and like activities, shall be prohibited.

2.10 Each owner shall strictly comply with each and every law of the City of McMinnville, County of Yamhill, and the State of Oregon and with each any every rule and regulation of the administrative agencies which are now or hereafter in effect.

ARTICLE 111

MISCELLANEOUS PROVISIONS

3.1 WHERE ever these covenants and restrictions are less restrictive than City ordinances the later shall prevail.

3.2 ARCHITECTURAL CONTROL. No building shall be erected, placed, or altered on a lot until a sketch of exterior, construction plans, and a plot plan showing the location of the structure have been approved by the Architectural Committee as to harmony of

4...DECLARATION

exterior design with existing structures. Approval of a single member of the Architectural Committee shall constitute complete approval. The Architectural Committee is composed of Robert P. Steen, Dina L. Steen, Danny E. Hockert and Janice M. Hockert. All are principals of J. Gregcin, Inc. In the event of death or resignation the remaining members have full authority to designate their successors. Neither committee members or their successors shall be entitled to any compensation for services pursuant to the covenant.

3.3 ANY owner of a lot who shall cause excavation of lot to build a structure shall complete that structure within 1 year.

3.4 OWNER shall complete landscaping of the lot within 1 year from the date of occupancy.

3.5 NO lots may be resubdivided without written approval of the Architectural Committee.

3.6 AMENDMENT AND REPEAL. The JANDINA Restrictions and Covenants, or any provision thereof, may at any time with the written consent of declarant, or at any time more than two years after the date on which this declaration is recorded without the consent of declarant, be amended or repealed by the written consent of owners owning not less than 75 percent of the lots within JANDINA; provided, however, that there shall be no amendment of any provision relating to the common area without the prior written consent of the City of McMinnville, Oregon, and provided that no amendment shall permit the sale or transfer of the common area for any purpose or purposes other than for the purposes of using the property for open space or recreational property. Any amendment must be recorded.

3.7 Duration. The JANDINA Restrictions and Covenants shall run with the land and shall be and remain in full force and effect at all times with respect to all property included within JANDINA and the owners thereof for an initial period of 10 years commencing with the date on which this declaration is recorded. thereafter, the DANDINA Restrictions and Covenants shall continue

4...DECLARATION

to run with the land and be and remain in full force and effect at all times with respect to all property within JANDINA and the owners thereof for successive additional periods of ten years each. The continuation from the initial or any additional period into the next subsequent period shall be automatic and without the necessity of any notice, consent or other action whatsoever; provided, however, that the JANDINA Restrictions and Covenants may be terminated at the end of the initial or any additional period by resolution approved not less than six months prior to the intended termination date by the vote or written consent of owners owning not less than 75 percent of the lots within JANDINA.

3.8 Enforcement. The Declarant, or any owner shall have the right to enforce, by any proceeding at law or in equity, all restrictions, conditions, covenants, reservations, liens and charges now or hereafter imposed by the provisions of the JANDINA Restrictions and Covenants. The failure by Declarant, or by any owner, to enforce any covenant or restriction herein contained shall in no event be deemed as waiver of the right to do so thereafter. In the event of an action or suit to enforce any of the provisions contained in the JANDINA Restrictions and Covenants, the party not prevailing in said action or suit shall pay the prevailing party's costs and disbursements and such sum as the court may adjudge reasonable as attorney's fees to be allowed in said action or suit or any appeal thereon.

3.9 Joint Owners. In any case in which two or more persons share the ownership of any lot, regardless of the form of ownership, the responsibility of such persons to comply with the JANDINA Restrictions and Covenants shall be a joint and several responsibility and the act or consent of any one or more of such persons shall constitute the act or consent of the entire ownership interest.

3.10 Lessees and other Invitees. Lessess, Invitees, contractors, family members and other persons entering JANDINA

5...DECLARATION

under rights derived from an owner shall comply with all of the provisions of the JANDINA Restrictions and Covenants restricting or regulating the owner's use, improvement or enjoyment of his lot and other areas within JANDINA. The owner shall be responsible for obtaining such compliance and shall be liable for any failure of compliance by such persons in the same manner and to the same extent as if the failure had been committed by the owner himself.

3.11 Construction; Severability; Number; Captions. The JANDINA Restrictions and Covenants shall be liberally construed as an entire document to accomplish the purposes thereof as stated in the introductory paragraphs of this declaration. Nevertheless, each provision of the JANDINA Restrictions and Covenants shall be deemed independent and severable, and the invalidity or partial invalidity of any provision shall not affect the validity or enforceability of the remaining part of that or any other provision.

As used herein, the singular shall include the plural and the plural the singular, and the masculine and neuter shall each include the masculine, feminine and neuter, as the context requires. All captions used herein are intended solely for convenience of reference and shall in no way limit any of the provisions of the JANDINA Restrictions and Covenants.

3.12 Exclusion: The City of McMinnville as owner of common areas is in no way bound by or obligated to enforce any of these covenants or restrictions.

3.13 Notices and Other Documents. Any notice or other document permitted or required by the JANDINA Restrictions and Covenants may be deemed made 24 hours after having been deposited as certified or registered mail in the United States mail, with postage prepaid addressed as follows:

P.O. Box 29, Hubbard, OR 97032; if to an owner, at the address given by him at the time of his purchase of a lot.

6...DECLARATION

IN WITNESS WHEREOF, we have hereunto set our hands and seals the day and year first above written.

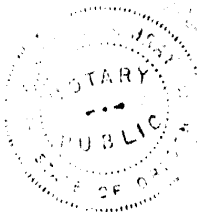
J. GREGGIN, INC.

By D. E. Hockert
 Danny E. Hockert, President

STATE OF OREGON, }
 County of Yamhill } ss.

OCTOBER 9, 1979

Before me, personally appeared Danny E. Hockert who acknowledged to me that he is the president of J. Greggin, Inc., an Oregon corporation, and that he signed the foregoing instrument on behalf of said corporation by authority of its Board of Directors.

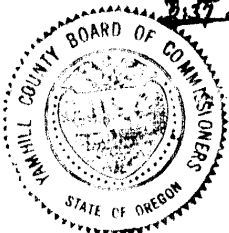


Gregory S. Bray
 Notary Public for Oregon
 My Commission Expires: July 6, 1983

STATE OF OREGON }
 County of YAMHILL }

10320

I, Wanda Galt, County Clerk for said County and State, do hereby certify that the within instrument of filing was duly and has been by me duly recorded on Page 591 of File No. 145 of the Recorder's Office on this 24 day of Oct AD 1979 at 2:37 o'clock PM.



In testimony whereof, I have subscribed my name and affixed my official seal.
Wanda Galt
 Deputy

NORTHWEST TITLE COMPANY

ADDENDUM TO COVENANTS AND RESTRICTIONS

THIS ADDENDUM, made this 20th day of March, 1980, by J. Gregcin, Inc., an Oregon Corporation, and,

WHEREAS, the above named corporation did instill certain Covenants and Restrictions concerning certain real premises as described in Covenants and Restrictions recorded in Film Volume 145, Page 592, Deed and Mortgage Records, Yamhill County, Oregon and,

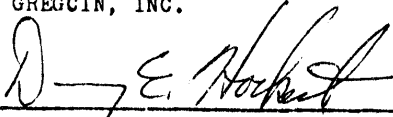
WHEREAS, it is the desire of said corporation to clarify and make more definite item No. 2.3, USE AND OCCUPANCY - RESTRICTIONS AND COVENANTS.

NOW THEREFORE, said paragraph is hereby amended to read as follows: Each owner of a lot shall use the property solely for residential purposes, as shown on the preliminary plan approved by the City or as enumerated in McMinnville Ordinance No. 4067 which amended the preliminary plan.

IT IS FURTHER UNDERSTOOD AND ACKNOWLEDGED that all other terms and conditions of the said Protective Covenants shall remain in full force and effect excepting as herein modified.

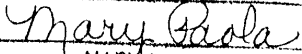
J. GREGGIN, INC.

STATE OF OREGON
County of Yamhill

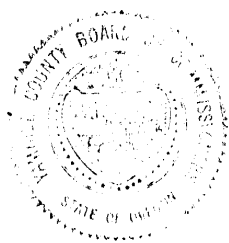


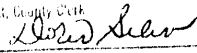
Danny E. Hockert - President

On this 20th day of March, 1980 personally appeared Danny E. Hockert who, being duly sworn, did say that he is the President of J. Gregcin, Inc., an Oregon Corporation, and was signed in behalf of said Corporation by authority of board of directors, and acknowledged said instrument to be his voluntary act and deed.


MARY PAOLA
NOTARY PUBLIC OREGON
My Commission Expires 10/23/83

Notary Public for Oregon
My commission expires: _____



STATE OF OREGON }
County of YAMHILL } ss
I, _____, County Clerk of said County and State, do hereby certify that
the foregoing instrument was duly recorded on
Film 556 149 25 March 20 1980 at
9:18 a.m. A.M.
In testimony whereof, I have hereunto set my hand and the seal of said
County, at McMinnville, Oregon.
By 
Deputy

02276

32

ORDINANCE NO. 4067

An Ordinance amending Ordinance 3939 by permitting the construction of common-wall, single-family structures on specified lots in the Jandina Subdivision.

WHEREAS, the Planning Commission received an application dated October 23, 1979, for an amendment to an existing planned unit development to allow the construction of common-wall, single-family structures on specified lots in the Jandina Subdivision which is located off West Second Street (ZC 5-78); and

WHEREAS, a public hearing was held on January 24, 1980, at 7:00 p.m. before the Planning Commission after due notice had been given in the local newspaper on January 7, 1980, and written notice had been mailed to property owners within 300 feet of the affected property; and

WHEREAS, at said public hearing the testimony of the applicant and surrounding property owners was received and a staff report was presented; and

WHEREAS, the Planning Commission being fully informed about said amendment to the existing planned development, and based on the observations and the findings of fact has approved said amendment and has recommended said change to the Council; now, therefore,

THE CITY OF McMINNVILLE ORDAINS AS FOLLOWS:

Section 1. That the Council adopts the findings and conclusions of the Planning Commission, staff report on file in the Planning Department, and the application filed by Danny E. Hockert, President, J. Gregcin, Inc.

Section 2. That Ordinance 3939 is amended to permit the construction of common-wall, single-family structures on specified lots in the Jandina Subdivision, by incorporating the following provisions and changes:

- (a) That the following lots are approved for either duplex dwellings or common-wall, single-family dwellings:

Block 2, Lot 28	Block 7, Lot 14
Block 4, Lot 5	Block 8, Lot 2
Block 5, Lots 1, 6, and 21	Block 9, Lots 12 and 16
Block 6, Lots 1 and 7	

- (b) That the following lots are approved for either triplex dwellings, duplex dwellings, or two-unit, common-wall, single-family dwellings:

Block 1, Lots 1 and 7	Block 7, Lot 18
Block 2, Lot 20	Block 8, Lots 1 and 3
Block 5, Lots 12 and 18	

- (c) That the Jandina Subdivision hardboard be flagged to show that it is encumbered by the provisions of this ordinance.

- (d) That the conditions of Ordinance 3995 be met before any common-wall construction is allowed.

- (e) That approval of the Water and Light Department be received before any common-wall construction is allowed.
- (f) That under no condition will a cut in a new street be allowed to facilitate a common-wall structure.
- (g) That Section 2.3 of Article II of the Restrictions and Covenants (Deed Restrictions) of Jandina Development be amended to read:

"2.3 Each owner of a lot shall use the property solely for residential purposes, as shown on the preliminary plan approved by the City or as enumerated in McMinnville Ordinance No. 4067 which amended the preliminary plan."

Section 3. That this ordinance shall be subject to the terms and conditions of Ordinance 3823, entitled "Initiative and Referendum," for a period of thirty days.

Passed by the Council this 5 day of February, 1980, by the following votes:

Ayes: Allen, Springer, Wilson and Hamby

Nays: _____

Approved this 5 day of February, 1980.

Donald D. Porter
MAYOR

Attest:

Marjorie E. Kerber
RECORDER

STATE OF OREGON }
County of YAMHILL }

ss

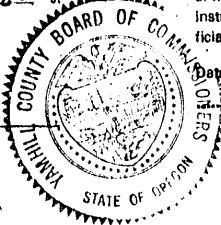
02277

I, Wanda Catt, County Clerk in and for said County and State, do hereby certify that the within instrument of Writing was received and has been by me duly recorded on Page 557 of Film Vol. 149 of the Records of McMinnville for said County, on this 25 day of March, 1980 at 2:20 o'clock AM.

In testimony whereof, I have hereto subscribed my name and affixed my Official Seal.
Wanda Catt, County Clerk

By Don Sawyer
Deputy

Ordinance No. 4067
Page 2



STATE OF OREGON,
COUNTY OF YAMHILL,
CITY OF McMINNVILLE.

ss

CERTIFICATION

MARJORIE E. KERBER

I, Marjorie E. Kerber, Recorder for City of McMinnville, Yamhill County, Oregon, certify that instrument is a true copy of the original and part of the official records of the City of McMinnville, Oregon.

Dated this 20 day of March, 1980.
Marjorie E. Kerber
Recorder for City of McMinnville, Oregon

1992 JAN 30 PM 1:40

F264P1533

MEMORANDUM

of certain

AMENDMENT OF RESTRICTIONS AND COVENANTS
OF JANDINA RESIDENTIAL DEVELOPMENT

We, Jonathan Knapp, Lucy Parr, Blanche Suchy and Valerie Moorhead hereby certify that the Jandina Subdivision property owners listed in Exhibit "A" did sign in our individual or collective presences a certain document entitled "Amendment of Restrictions and Covenants of Jandina Residential Development."

An exemplar of said document, consisting of 1 (one) page is attached and incorporated by this reference as Exhibit "B."

The Jandina Restrictions and Covenants must be amended or repealed by the written consent of owners owning not less than 75 (seventy five) percent of the lots within Jandina before a property can be used for any purpose other than residential. The owners of the lots enumerated in Exhibit "A" who signed the "Amendment of Restrictions and Covenants of Jandina Residential Development" total 117 (one hundred seventeen) which is 77 (seventy seven) percent of the lot owners in the Jandina Homeowners Subdivision as of November 13, 1991.

In recognition of the authority granted by said signatories, the property described in Exhibit "C" may therefore be used as a church, child care center and youth center.

Dated this 23rd day of January, 1992.

Jonathan Knapp
Jonathan Knapp

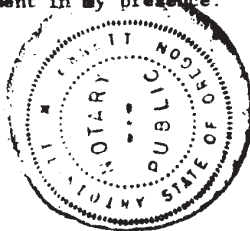
Lucy Parr
Lucy Parr

Blanche Suchy
Blanche Suchy

Valerie Moorhead
Valerie Moorhead

State of Oregon)
) ss
County of Yamhill)

On this 23rd day of January, 1992, personally appeared before me the above named Jonathan Knapp, Lucy Parr, Blanche Suchy, and Valerie Moorhead who acknowledged the foregoing "Amendment of Restrictions and Covenants of Jandina Residential Development" to be true and correct and did also personally executed said document in my presence.



Antoinette M. Bennett
Notary Public for State of Oregon
My Commission Expires: 5-9-94

1-30-92

1992 JAN 30 PM 1:40

F264P1534

Exhibit "A" Page 1 of 3

Section R4419DA

Lot 5200	Susan Mentze
Lot 5300	David McDonald
Lot 5500	Debbie Service
Lot 5601	Helen Cahill
Lot 5700	Kelly Strahan
Lot 5800	Margaret VanDam
Lot 5900	Yvonne Brown
Lot 6000	Judy Meierotto
Lot 6200	Al Buller
Lot 6300	William Harris
Lot 6400	Debra Fuller
Lot 6600	Rafael Arreola
Lot 6800	Housing Authority of Yamhill Co.
Lot 6900	Toni Briggs
Lot 7000	Fred Stephen
Lot 7100	Ladonna Privatsky
Lot 7200	Catherine Burdett
Lot 7300	Greg Evers
Lot 7400	Al Owens
Lot 7500	Heladia Garcia
Lot 7600	Sharon Smith
Lot 7701	Marvin Black
	Barbara Black
Lot 7800	Mary E. Linn
Lot 7900	Teresa McLeod
Lot 8000	Douglas Cummins
Lot 8100	Tammy H. Aase
Lot 8500	Lena McKimens
Lot 8600	Mary McGanty
Lot 8700	Robert C. Johnson Jr.
Lot 9000	April Hawks
Lot 9100	Al Buller
Lot 9200	Judith May
Lot 9300	Mary Rash
Lot 9400	Joan Markel
Lot 9500	Marguerite L. Stacey
Lot 9600	Susan Edwards
Lot 9700	Cris Croxford
Lot 9800	Kelly Jo Shaw
Lot 9900	Nancy Reichenberger
Lot 1000	Elsie Phillips
Lot 2101	Margaret A. Walts
Lot 0100	Lois J. Harmon
Lot 0101	Claude W. Chase Sr.
	Geraldyna B. Chase
Lot 0200	Jonnie R. Getsinger
Lot 0300	Heather D. Gosen
Lot 0400	Barbara Hinton
Lot 0500	Ruth Moad
Lot 0600	Rebecca S. Neill-White
Lot 0700	Cathie Meade
Lot 0800	Laura Lake
Lot10000	Housing Authority of Yamhill Co.

11:30-92

1992 JAN 30 PM 1:40

F264P1535

Exhibit "A" Page 2 of 3

Lot 1300	Donna Spear
Lot 1301	Mooki Kim
	Snagwon Kim
Lot 1400	Sangwon Kim
Lot 1500	Pedro Salinas
Lot 1600	Leonard Brean
Lot 1700	Pixie Esell
Lot 1800	Cindy McAnaw
Lot 2100	Janice Wilcox
Lot 2200	Rick Jones
	Marie Jones
Lot 2300	Cheryl Allard
Lot 2600	Michael Quillen
Lot 2700	Dionicio Garza
	Carolyn Garza
Lot 2800	Elma Henrikson
Lot 2900	Douglas Williams
Lot 3000	Housing Authority of Yamhill Co.
Lot 2310	Doug Hays
Lot 3200	Mary Anne Odan
Lot 3300	Neal E. Gehuan
Lot 3400	Scott Woods
	Val Woods
Lot 3500	Michele Osbon
Lot 3600	Beverly Clark
Lot 3900	Stephanie Stevens
Lot 4000	William B. Souther
Lot 4100	Ronald Christensen
Lot 4400	Winifred E. Regler
Lot 4600	Connie Morgan
Lot 4700	Debra K. Olson
Lot 4800	Margaret Nice
Lot 4900	Jimmy L. Bosshardt
Lot 5000	Alfredo Martinez
Lot 5100	Peverly G. McCarthy

Section R4419DD

Lot 0100	Housing Authority of Yamhill Co.
Lot 0200	Frances Heimlick
	Daniel Heimlick
Lot 0201	Marcia Ray
Lot 0300	Edward Ulmer
	Frances Ulmer
Lot 0400	Ester Wiebe
Lot 0500	Gregg Rogers
Lot 0600	Jane Newton
Lot 0700	Sarah Palmer
Lot 0800	Thomas Cahill
Lot 0900	Carol Heidrich
Lot 1100	Karen Aksan
Lot 1200	Lucy Tester
Lot 1400	Donald Talmadge

1-30-92

1992 JAN 30 PM 1:40

F264P1536

Exhibit "A" Page 3 of 3

Lot 1600	Sheila Walls
Lot 1700	Janet Westgard
Lot 1800	Jeff Corff
Lot 1900	Breck Mayer
Lot 2000	Vicki Johnson
Lot 2100	Carla Brewer
Lot 2200	Ronald Crafton
Lot 2300	Lilly Mota
Lot 2500	Robin Martsolf-Hubbard
Lot 2600	Richard Plummer
Lot 2700	Al Baker of Grove Builders
Lot 2900	Karen Longoria
Lot 3200	Wendy Izlar
	Frances Izlar
Lot 3300	Al Baker of Grove Builders
Lot 3409	Al Buller
Lot 3410	Al Buller
Lot 3411	Raymond J. Kulback Jr.
Lot 3412	Raymond J. Kulback Jr.
Lot 3413	Raymond J. Kulback Jr.
Lot 3414	Leonard D. Tripp
Lot 3415	Sandra Smith
	Vern Sjoberg
Lot 3417	Raymond J. Kulback Jr.
Lot 3418	Raymond J. Kulback Jr.
Lot 3419	Raymond J. Kulback Jr.

1-30-92

1992 JAN 30 PM 1:40

F 264P1537

Exhibit "B"

AMENDMENT OF RESTRICTIONS AND COVENANTS
OF JANDINA RESIDENTIAL DEVELOPMENT

The Jandina subdivision was created with a deed restriction limiting the use of all land for residential purposes. This provision (as it applies to a particular parcel) may be changed when 75 percent of the property owners agree.

The Salvation Army desires to buy a parcel of land consisting of 3.68 acres located west of Filbert Street and abutting West Second Street, McMinnville, Oregon. Please see the attached map. This land would be used for a church and day care center. (Social services such as "Fish" would be provided out of the downtown office and not from this site.) A conditional use permit is being sought from the City of McMinnville if this land use restriction change is approved by Jandina property owners; now, therefore,

I/We, _____, owners of Tax Lot No. _____, Jandina subdivision, McMinnville, Oregon, do hereby agree that the restrictive covenants of the Jandina subdivision be amended to allow the property (described in the attached map) to be used as a church and day care center.

As evidence of our agreement to amend the Restrictions and Covenants of Jandina Residential Development, I/we do hereby sign this agreement this _____ day of _____, 1991.

WITNESSED BY:

001102

STATE OF OREGON)

COUNTY OF YAMHILL) ss.

I hereby certify that this instrument was received and duly recorded by me in Yamhill County records.

Instrument #

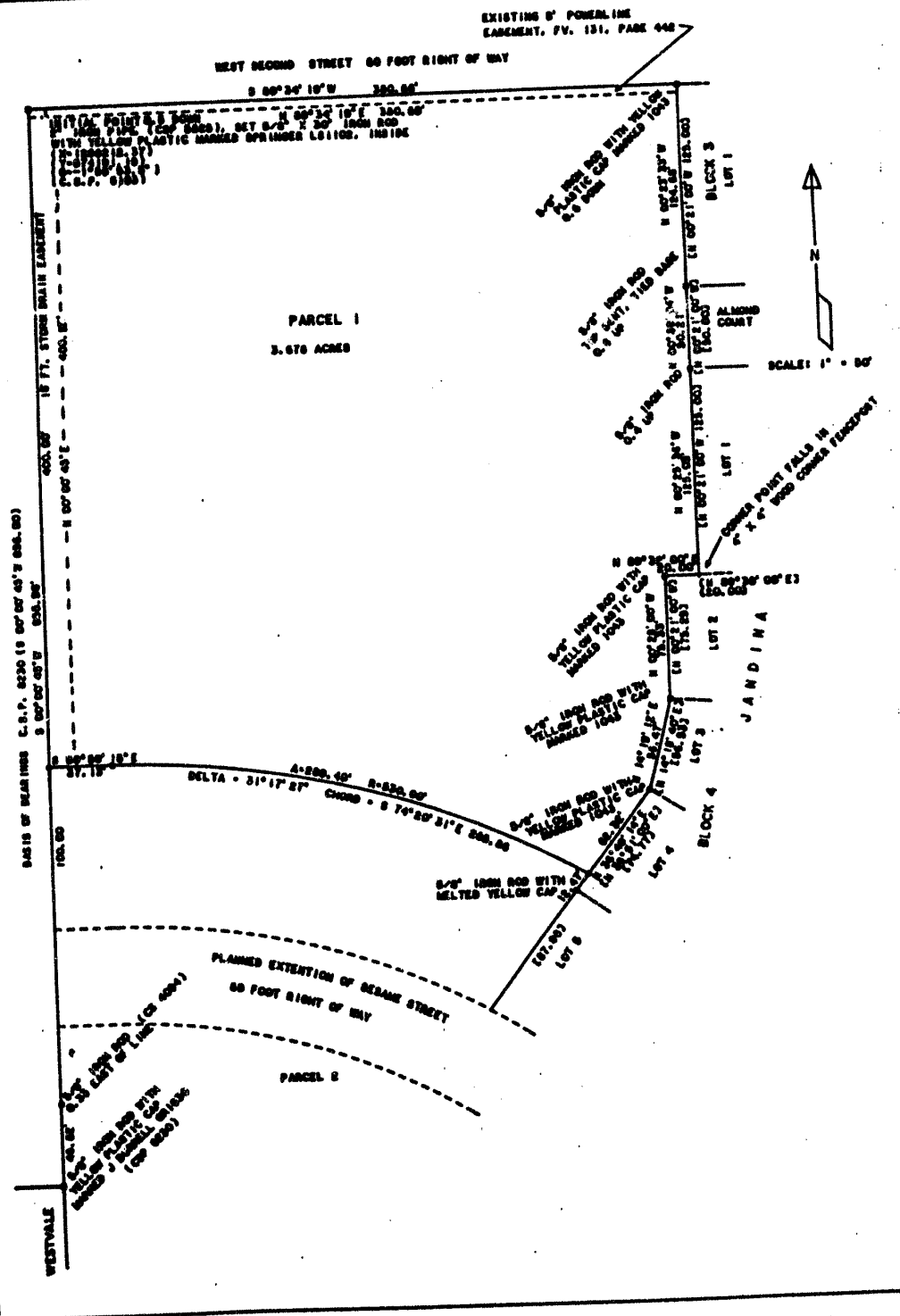
T. Glicker

CHARLES STERN,
COUNTY CLERK

Salvation Army

1-30-92

Exhibit "C"

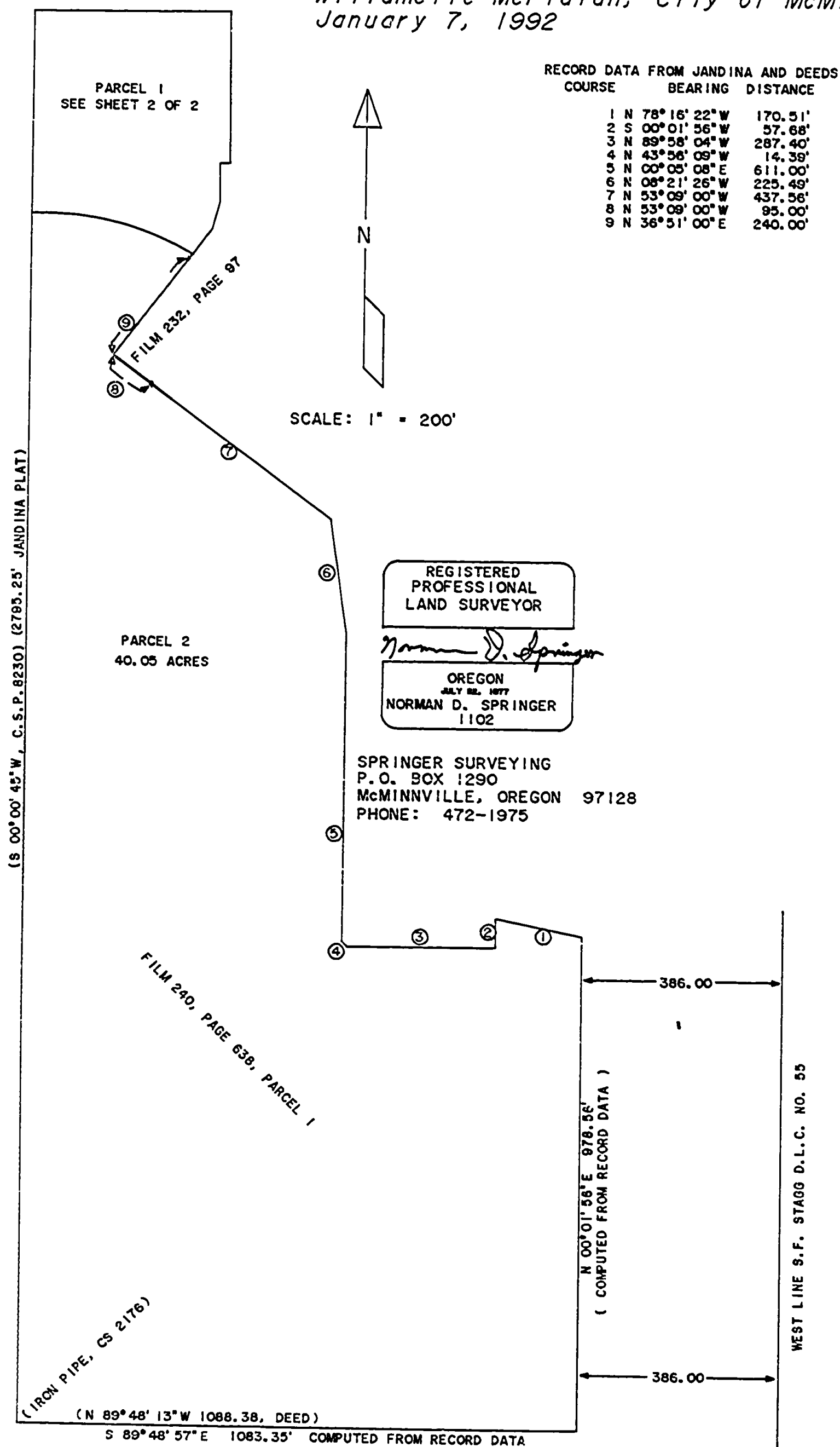


1992 JAN 30 PM 1:41

F264P.1539

1-30-92

PARTITION PLAT NO. 92-07 (CITY OF McMinnville MP 10-91)
for THE SALVATION ARMY
In the SE 1/4 of Section 19, Township 4 South, Range 4 West,
Willamette Meridian, City of McMinnville, Yamhill County, Oregon
January 7, 1992



DECLARATION
I, LAWRENCE T. EPPING, MANAGING PARTNER, GRANADA LAND COMPANY, HEREBY DECLARE THAT GRANADA LAND COMPANY IS THE RECORDED OWNER OF THE LAND DESCRIBED IN THE SURVEYORS CERTIFICATE AND THAT I HAVE CAUSED THIS PARTITION PLAT TO BE PREPARED AND THE PROPERTY DIVIDED IN ACCORDANCE WITH OREGON REVISED STATUTES CHAPTER 92 AND FURTHER THAT I HEREBY DEDICATE ALL EASEMENTS SHOWN HEREON TO THE PUBLIC FOR THE PURPOSES SHOWN. THERE ARE NO WATER RIGHTS APPURTENANT TO THIS PARTITION. WATER IS SUPPLIED BY THE CITY OF McMINNVILLE MUNICIPAL WATER SYSTEM.

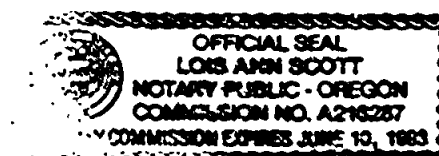
Lawrence T. Epping
LAWRENCE T. EPPING, MANAGING PARTNER, GRANADA LAND COMPANY

ACKNOWLEDGEMENT

STATE OF OREGON)
COUNTY OF YAMHILL)

THIS IS TO CERTIFY THAT ON THIS 29th DAY OF JANUARY, 1992, BEFORE ME, A NOTARY PUBLIC FOR THE STATE OF OREGON, DID PERSONALLY APPEAR LAWRENCE T. EPPING, WHO IS PERSONALLY KNOWN TO ME TO BE THE IDENTICAL PERSON DESCRIBED IN AND WHO EXECUTED THE DECLARATION FREELY AND VOLUNTARILY.

Lois Ann Scott
NOTARY PUBLIC FOR THE STATE OF OREGON
MY COMMISSION EXPIRES 6-10-93



APPROVALS

APPROVED THIS 29 DAY OF JAN, 1992

Raymond L. ...
CITY OF McMINNVILLE, PLANNING DIRECTOR

APPROVED THIS 29th DAY OF JANUARY, 1992

Donald C. Schut
CITY OF McMINNVILLE, SURVEYOR

I DO HEREBY CERTIFY THAT THIS PARTITION PLAT WAS DULY RECORDED ON THE 30th DAY OF JAN. 1992 AT 1:41 O'CLOCK P.M AS PARTITION PLAT NO. 92-07, YAMHILL COUNTY RECORDS, FILM 3 VOLUME 182-183

T. Fuller
YAMHILL COUNTY CLERK

PARTITION PLAT NO. 92-07
for THE SALVATION ARMY
 In the SE 1/4 of Section 19, Township 4 South, Range 4 West,
 Willamette Meridian, City of McMinnville, Yamhill County, Oregon
 January 7, 1992

- LEGEND**
- ◻ FOUND MONUMENT AS NOTED
 - SET 5/8" x 30" IRON ROD WITH YELLOW PLASTIC CAP MARKED SPRINGER LS1102
 - () DATA OF RECORD, AS NOTED
 - [] RECORD DATA FROM JANDINA PLAT

NARRATIVE

THIS PARTITION WAS DONE TO SATISFY CONDITIONS OF APPROVAL OF MP-10-91. MONUMENTS WERE HELD AS FOUND. THE POSITION OF THE SOUTHEAST CORNER OF LOT 1, BLOCK 4 WAS COMPUTED IN BY HOLDING RECORD ANGLE AND DISTANCE FROM THE NORTHWEST CORNER OF LOT 2. THE NEW DIVISION LINE WAS COMPUTED AT 100 FEET FROM THE NORTHERLY LINE OF THE PROPOSED SESAME STREET. THE PROPOSED POSITION OF SESAME WAS SHOWN AS 500 FEET FROM THE SOUTHERLY RIGHT OF WAY LINE OF WEST SECOND STREET AS MEASURED ALONG THE WEST LINE OF THIS PARTITION. THE BOUNDARIES OF PARCEL 2 WERE NOT SURVEYED. BASIS OF BEARINGS FOR THIS PARTITION IS C.S.P. 8230, AS SHOWN. C.S.P. 8193 RESURVEYED THE WEST LINE, AND COURSES 2 THROUGH 4, AND RETURNED SLIGHTLY DIFFERENT DISTANCES THAN THE RECORD SHOWN HEREON.

SURVEYORS CERTIFICATE

I, NORMAN D. SPRINGER, A REGISTERED LAND SURVEYOR IN THE STATE OF OREGON, BEING FIRST DULY SWORN, HEREBY DEPOSE AND SAY THAT I HAVE CORRECTLY SURVEYED AND MARKED WITH PROPER MONUMENTS THE LAND REPRESENTED ON THE ATTACHED MAP AS PARCEL 1. PARCEL 2, BEING IN EXCESS OF 10 ACRES, WAS NOT SURVEYED AT THIS TIME. THE BOUNDARY OF THIS PARTITION IS DESCRIBED AS FOLLOWS: BEGINNING AT THE INITIAL POINT, A 2" IRON PIPE WITH A 5/8" x 30" IRON ROD WITH A YELLOW PLASTIC CAP MARKED SPRINGER LS1102 INSIDE, ALL 6" BELOW THE SURFACE OF THE GROUND. SAID INITIAL POINT BEING 653.98 FEET NORTH 00° 00' 45" EAST FROM A 5/8" IRON ROD AT THE NORTHEAST CORNER OF TRACT A, SHEET 3, OF WESTVALE, A SUBDIVISION OF RECORD IN YAMHILL COUNTY, OREGON; THENCE SOUTH 00° 00' 45" WEST 2795.25 FEET TO AN IRON PIPE; THENCE SOUTH 89° 48' 57" EAST 1083.34 FEET TO A POINT ON THE SOUTH LINE OF THE TRACT OF LAND DESCRIBED IN THE DEED RECORDED IN FILM VOLUME 30, PAGE 711, SAID POINT BEING 386.00 FEET WESTERLY FROM THE WEST LINE OF THE S.F. STAGG D.L.C. NO. 55; THENCE NORTH 00° 01' 56" EAST, PARALLEL TO SAID WEST LINE OF THE S.F. STAGG D.L.C., A DISTANCE OF 978.56 FEET TO A POINT ON THE SOUTHERLY LINE OF LOT 10, BLOCK 9 OF JANDINA, A SUBDIVISION IN YAMHILL COUNTY, OREGON; THENCE ALONG THE SOUTHERLY AND WESTERLY BOUNDARIES OF SAID JANDINA SUBDIVISION, NORTH 78° 16' 22" WEST 170.50 FEET TO THE SOUTHWEST CORNER OF LOT 8, BLOCK 9; THENCE SOUTH 00° 01' 56" WEST 57.68 FEET TO THE SOUTHEAST CORNER OF LOT 5, BLOCK 9; THENCE NORTH 89° 58' 04" WEST 287.40 FEET TO THE SOUTHWEST CORNER OF LOT 4, BLOCK 9; THENCE NORTH 43° 56' 09" WEST 14.39 FEET TO THE SOUTHWEST CORNER OF TRACT G; THENCE NORTH 00° 05' 08" EAST 611.00 FEET TO AN ANGLE POINT ALONG THE WEST LINE OF TRACT E; THENCE NORTH 08° 21' 26" WEST 225.49 FEET TO THE SOUTHEAST CORNER OF TRACT I; THENCE NORTH 53° 09' 00" WEST 437.56 FEET TO THE SOUTHEAST CORNER OF THE PROPERTY DESCRIBED IN FILM VOLUME 232, PAGE 97, DEED RECORDS; THENCE NORTH 53° 09' 00" WEST 95.00 FEET; THENCE NORTH 36° 51' 00" EAST 240.00 FEET TO THE MOST NORTHERLY CORNER OF LOT 5, BLOCK 4 OF SAID JANDINA SUBDIVISION; THENCE NORTH 36° 49' 14" EAST 74.29 FEET TO THE MOST NORTHERLY CORNER OF LOT 4, BLOCK 4; THENCE NORTH 14° 19' 12" EAST 56.74 FEET TO THE SOUTHWEST CORNER OF LOT 2, BLOCK 4; THENCE NORTH 00° 28' 00" WEST 75.33 FEET TO THE NORTHWEST CORNER OF LOT 2, BLOCK 4; THENCE NORTH 89° 32' 00" EAST 20.00 FEET TO THE SOUTHWEST CORNER OF LOT 1, BLOCK 4; THENCE NORTH 00° 25' 36" WEST 125.03 FEET TO THE NORTHWEST CORNER OF LOT 1, BLOCK 4; THENCE NORTH 00° 39' 04" WEST 50.21 FEET TO THE SOUTHWEST CORNER OF LOT 1, BLOCK 3; THENCE NORTH 00° 23' 33" WEST 124.68 FEET TO THE NORTHWEST CORNER OF LOT 1, BLOCK 3; THENCE SOUTH 89° 34' 19" WEST 380.66 FEET TO THE POINT OF BEGINNING.

Norman D. Springer
 NORMAN D. SPRINGER, LS 1102

REGISTERED
 PROFESSIONAL
 LAND SURVEYOR

Norman D. Springer
 OREGON
 JULY 22, 1987
 NORMAN D. SPRINGER
 1102

SPRINGER SURVEYING
 P.O. BOX 1290
 McMINNVILLE, OREGON 97128
 PHONE: 472-1975

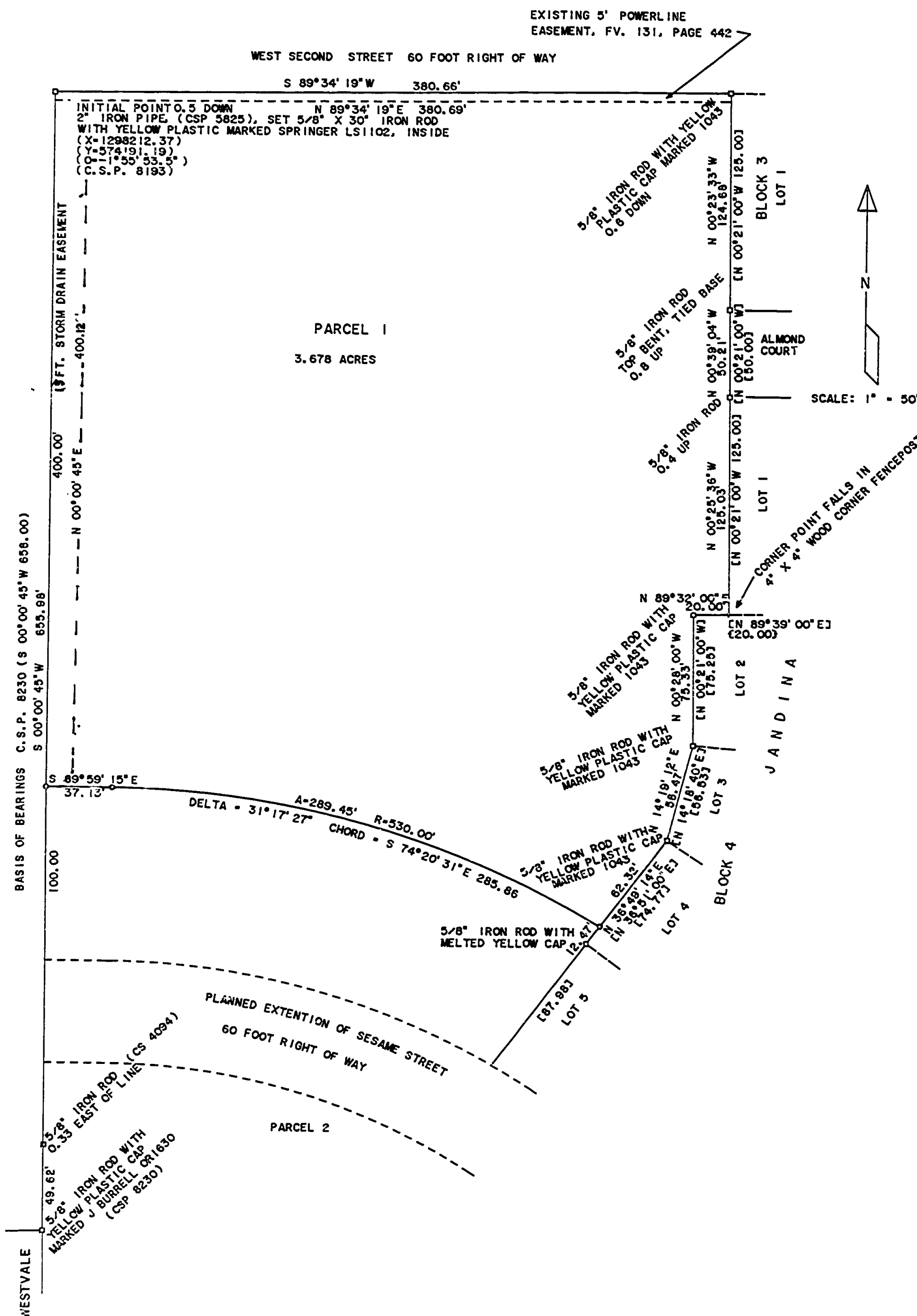
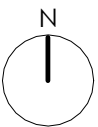


EXHIBIT 3

CONCEPTUAL SITE PLAN

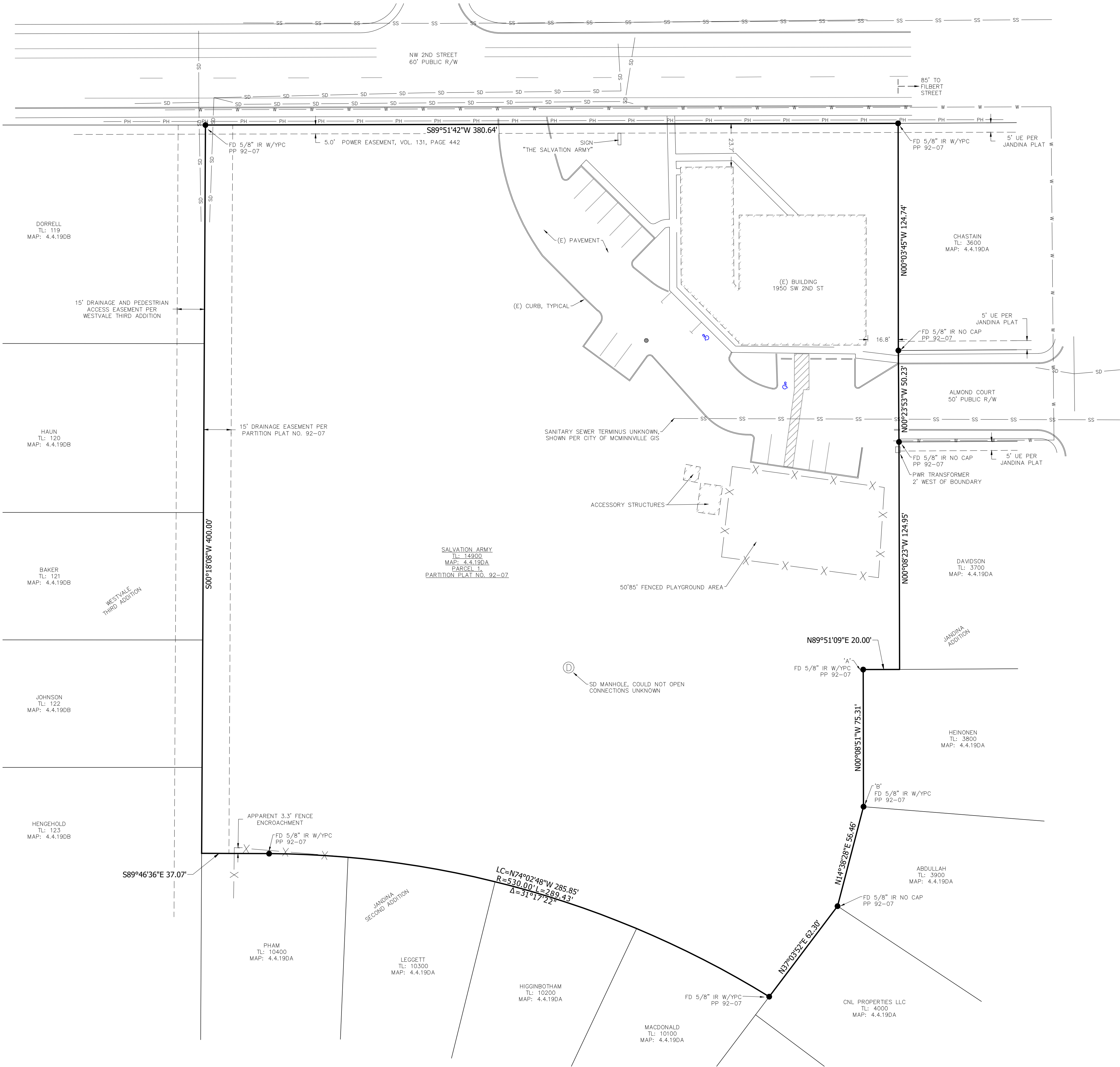


1 CONCEPTUAL SITE PLAN

scale: 1" = 20'-0"

EXHIBIT 4

ALTA SURVEY - TOPO



PROPERTY OWNERSHIP:

THE SALVATION ARMY

SITE ADDRESS

1950 SW 2ND STREET,
MCMINNVILLE, OR 97128
YAMHILL COUNTY TAX LOT 14900
TAX MAP 4.4.19DA

FLOOD ZONE DESIGNATION

THE LAND REPRESENTED HEREON LIES IN THE ZONE X FLOOD ZONE WHICH IS OUTSIDE OF THE SPECIAL FLOOD HAZARD AREA PER FEMA'S FLOOD INSURANCE RATE MAP (FIRM) MAP NUMBER 41071C0403D, COMMUNITY NUMBER 410255 WITH EFFECTIVE DATE OF MARCH 2, 2010.

AREA

3.68 ACRES

LEGAL DESCRIPTION:

PER FIRST AMERICAN TITLE INSURANCE COMPANY PRELIMINARY TITLE REPORT FILE NO. 1031-4349190

PARCEL 1 OF PARTITION PLAT NO. 92-07, RECORDED JANUARY 30, 1992, FILM 3, PAGE 182 AND 183, RECORD OF PLATS FOR YAMHILL COUNTY, OREGON

THE PROPERTY DESCRIBED AND SHOWN HEREON IS THE SAME PROPERTY AS DESCRIBED IN THE ABOVE-REFERENCED TITLE REPORT.

SURVEYOR'S CERTIFICATION:

TO: FIRST AMERICAN TITLE INSURANCE COMPANY; WILLAMETTE VALLEY WINE FOUNDATION; DAVIS WRIGHT TREMAINE LLP: THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2026 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 8, 9, 10, 11(a)(b), 13, 14, 16, 17, 18 AND 20 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON APRIL 30, 2026.

DATE OF MAP: 5/5/2026

Kyle W. Latimer

TITLE INSURANCE SPECIAL EXCEPTIONS:

A PRELIMINARY TITLE REPORT, NO. 1031-4349190, PREPARED BY FIRST AMERICAN TITLE, DATED FEBRUARY 11, 2023 REVEALED THE FOLLOWING EXCEPTIONS AND SPECIFIC ITEMS (FINANCIAL AND ADMINISTRATIVE EXCEPTIONS NOT INCLUDED):

- 11. POWER LINE EASEMENT IN FAVOR OF CITY OF MCMINNVILLE, BY AND THROUGH ITS WATER AND LIGHT COMMISSION, RECORDED JULY 21, 1978 IN VOLUME 131, PAGE 442. ALONG NORTH PROPERTY LINE, PLOTTED HERE
- 13. A 15' WIDE STORM DRAIN EASEMENT IN FAVOR OF THE CITY OF MCMINNVILLE, PER YAMHILL COUNTY PARTITION PLAT NO. 92-07, ALONG WEST BOUNDARY, PLOTTED HERE

NOTES:

- NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS WAS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELD WORK
- SURVEYOR IS UNAWARE OF ANY PROPOSED CHANGES IN STREET RIGHT OF WAY LINES. NO RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS WERE OBSERVED IN THE PROCESS OF CONDUCTING THE FIELD WORK
- NO PLOTTABLE OFFSITE EASEMENTS WERE PROVIDED. ADJACENT UTILITY EASEMENTS HAVE BEEN PLOTTED

APPARENT ENCROACHMENTS:

- A 3.3' FENCE ENCROACHMENT NEAR THE SOUTH WEST CORNER
- A POWER TRANSFORMER AT THE END OF ALMOND COURT ALONG THE SUBJECT PROPERTY EAST LINE. 2' WEST OF BOUNDARY

NARRATIVE:

THE PURPOSE OF THIS SURVEY IS TO SATISFY THE MINIMUM STANDARD DETAIL REQUIREMENTS FOR AN ALTA/NSPS LAND TITLE SURVEY
MINIMUM STANDARD ALTA/NSPS). THE BOUNDARY WAS RETRACED USING FOUND SURVEY MONUMENTS RECOVERED IN GOOD CONDITION PER YAMHILL COUNTY PARTITION PLAT NO. 92-07. THE SOUTHWEST CORNER WAS CALCULATED USING THE RECORD DISTANCE FROM THE NORTHWEST CORNER AND RECORD ANGLE FROM THE NORTH LINE, PER SAID PLAT. THE EASTERLY MOST SOUTHEAST CORNER WAS CALCULATED USING RECORD DISTANCE FROM MONUMENT 'A' AND RECORD ANGLE FROM 'A'-B', PER SAID PLAT.

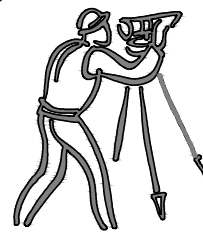
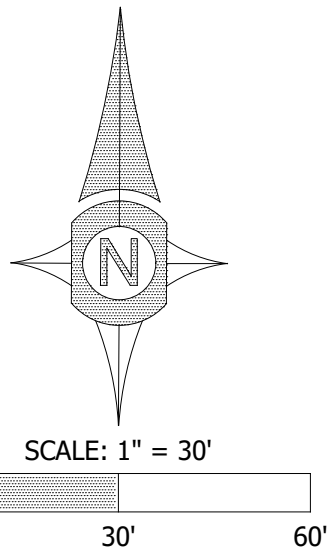
THE BASIS OF BEARINGS IS GRID NORTH ON OREGON COORDINATE REFERENCE SYSTEM NAD83(2011), BETWEEN THE NORTHWEST AND NORTHEAST CORNERS.

ABBREVIATIONS LEGEND

(E) - EXISTING
FD - FOUND
IR - IRON ROD
R/W - RIGHT-OF-WAY
SD - STORM DRAIN
YPC - YELLOW PLASTIC CAP

EXISTING SYMBOL LEGEND

● - FOUND MONUMENT AS NOTED
⊙ - (E) STORM DRAIN CATCH BASIN
— SD — (E) STORM DRAIN PER GIS LOCATION
— W — (E) WATER LOCATE PER PAINT
— PH — (E) OVERHEAD COMMUNICATION
— SS — (E) SANITARY SEWER LINE



FHDC, C/O CARMEN FERNANDEZ
127 45TH ST., SUITE 1-A
WOODBURN, OREGON

CLIENT:

UDELL ENGINEERING

AND

LAND SURVEYING, LLC

63 EAST ASH ST.
LEBANON, OREGON 97355
(541) 451-5125 PH.
(541) 451-1366 FAX

ALTA/NSPS LAND TITLE SURVEY

1950 SW 2nd STREET
MCMINNVILLE, OR

DATE:
5/4/2026

PROJECT:
26-053 FHDC

DRAWN BY:
KWL

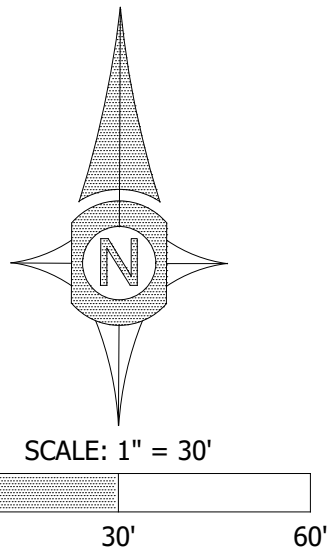
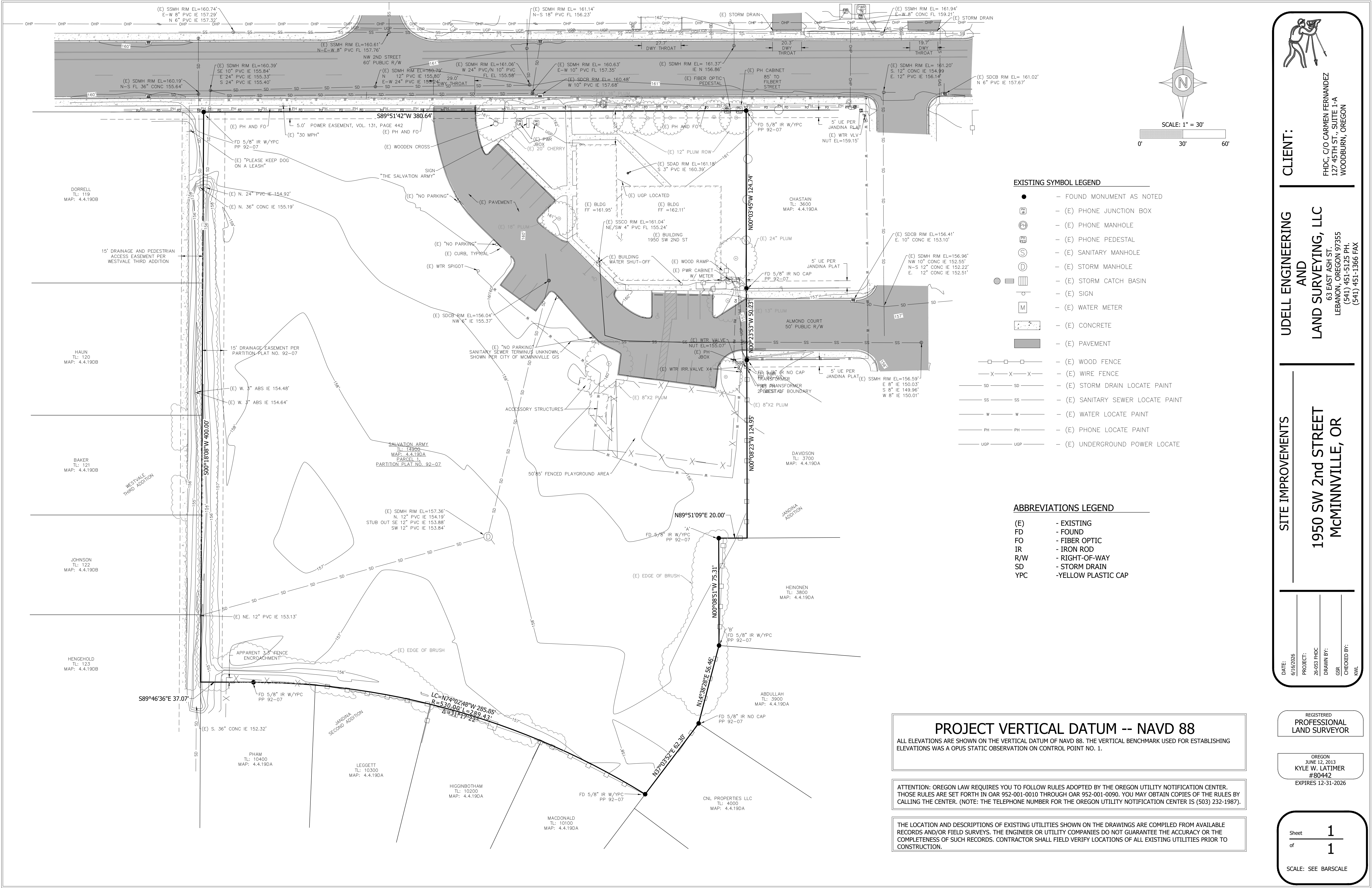
CHECKED BY:
KWL

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JUNE 12, 2013
KYLE W. LATIMER
#80442
EXPIRES 12-31-2026

Sheet
of
1
1

SCALE: SEE BARSCALE



- EXISTING SYMBOL LEGEND**
- - FOUND MONUMENT AS NOTED
 - Ⓟ - (E) PHONE JUNCTION BOX
 - Ⓜ - (E) PHONE MANHOLE
 - Ⓢ - (E) PHONE PEDESTAL
 - Ⓢ - (E) SANITARY MANHOLE
 - Ⓢ - (E) STORM MANHOLE
 - Ⓢ - (E) STORM CATCH BASIN
 - Ⓢ - (E) SIGN
 - Ⓢ - (E) WATER METER
 - Ⓢ - (E) CONCRETE
 - Ⓢ - (E) PAVEMENT
 - Ⓢ - (E) WOOD FENCE
 - Ⓢ - (E) WIRE FENCE
 - Ⓢ - (E) STORM DRAIN LOCATE PAINT
 - Ⓢ - (E) SANITARY SEWER LOCATE PAINT
 - Ⓢ - (E) WATER LOCATE PAINT
 - Ⓢ - (E) PHONE LOCATE PAINT
 - Ⓢ - (E) UNDERGROUND POWER LOCATE

- ABBREVIATIONS LEGEND**
- (E) - EXISTING
 - FD - FOUND
 - FO - FIBER OPTIC
 - IR - IRON ROD
 - R/W - RIGHT-OF-WAY
 - SD - STORM DRAIN
 - YPC - YELLOW PLASTIC CAP

PROJECT VERTICAL DATUM -- NAVD 88
ALL ELEVATIONS ARE SHOWN ON THE VERTICAL DATUM OF NAVD 88. THE VERTICAL BENCHMARK USED FOR ESTABLISHING ELEVATIONS WAS A OPUS STATIC OBSERVATION ON CONTROL POINT NO. 1.

ATTENTION: OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH OAR 952-001-0090. YOU MAY OBTAIN COPIES OF THE RULES BY CALLING THE CENTER. (NOTE: THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION CENTER IS (503) 232-1987).

THE LOCATION AND DESCRIPTIONS OF EXISTING UTILITIES SHOWN ON THE DRAWINGS ARE COMPILED FROM AVAILABLE RECORDS AND/OR FIELD SURVEYS. THE ENGINEER OR UTILITY COMPANIES DO NOT GUARANTEE THE ACCURACY OR THE COMPLETENESS OF SUCH RECORDS. CONTRACTOR SHALL FIELD VERIFY LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.

CLIENT:
FHDC, C/O CARMEN FERNANDEZ
127 45TH ST., SUITE 1-A
WOODBURN, OREGON

UDELL ENGINEERING AND LAND SURVEYING, LLC
63 EAST ASH ST.
LEBANON, OREGON 97355
(541) 451-5125 PH.
(541) 451-1366 FAX

SITE IMPROVEMENTS
1950 SW 2nd STREET
MCMINNVILLE, OR

DATE: 6/15/2026
PROJECT: 26-053 FHDC
DRAWN BY: GSR
CHECKED BY: KWL

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JUNE 12, 2013
KYLE W. LATIMER
#80442
EXPIRES 12-31-2026

Sheet **1**
of **1**
SCALE: SEE BARS SCALE

EXHIBIT 5

STAFF REPORT ZC 5-78 / CPA 6-78, JUNE 1978

CPA 6-78
ZC 5-78

Dan Hockert (J.Gregcin, Inc.)

Exhibits:

1. Zoning map (City of McMinnville)
2. McMinnville Comprehensive Plan
3. Legal Notice and list of adjacent property owners
4. Assessors map
5. Preliminary concept maps
6. Agency and Utility Statements
7. Engineering comments.

Applicants: J.Gregcin, Inc.

Request: The applicants are requesting approval of a comprehensive plan map amendment from a residential to a multi-family residential designation, a zone change from Exclusive-Farm 40 and R-1 to a R-4 PD (Multi-family Residential/Planned Development) zone, and conceptual approval of a Planned Development containing 459 dwelling units ranging from single-family homes to apartment complexes.

Location: The subject property is approximately 94.5 acres in size, located adjacent to the south side of west Second Street, further described as TL 3400, Section 19, T. 4 S., R. 4 W., W.M.

Zoning: Presently the zoning of the majority of the subject property is Exclusive-Farm 40, which would not permit a residential development. Approximately 150 ft of the property frontage is zoned R-1 (Single-family residential) and would permit the creation of lots with a minimum density of 9000 sq ft per lot.

The applicants originally where under the understanding that it was necessary to obtain a zone change to R-4 PD (Multi-family / Planned Development) in order to have triplexes, fourplexes and apartment complexes. A recent interpretation of the planned development clause of the zoning ordinance by the city attorney concludes that this is not necessary. The basic zoning restriction would be the density factor under the present interpretation.

With the present roadway pattern and number of acres, the subject site could contain as many as 468.5 units and still be within the 7,000 sq ft per unit density factor of the R-2 zone. The applicants plans' show a total of 459 units which is well within the R-2 density.

Finding #1 The subject plans would conform to density requirements of the R-2 (single-family residential) zone.

The applicant does plan to stage this development over a 4 to 5 year period. It appears that stages 1,2,&3 would not meet an R-2 density factor seperately or combined. With this particular type of staging it would be practical to obtain an R-4 zone change. In the event that the applicant faults on the development plans after any of the first 3 stages, the total development would exceed the denisty requirement of the R-2 zone. The options that are available would be to rezone the

.../

site or R-4 development which would allow any individual stage to be compatible with the zoning density requirements; or to allow a zone change to R-2 and require that the developer make each stage compatible with the R-2 zoning density. The second option would not necessarily change the present layout or density of the overall plan, but would require that he modified the way the plan is to be staged.

Finding #2 The way the plans are presently staged would comply to an R-4 zone classification. The staging would need to be modified in order to comply with the density provisions of the R-2 zone.

Comprehensive Plan: The subject property is designated Residential on the comprehensive plan map, the Residential classification allows R-1, R-2 and R-3 type densities. The proposed plan is, as mentioned above, of an R-2 type density. It is therefore within the Residential designation density limits and should not require a change to multi-family. However, the question of staging again arises. Providing that the first individual stage or combination of stages in consecutive order could meet the density requirements of up to the R-3 zone density which is 4,000 sq ft per unit, then the plans would be compatible with the graphic portion of the comprehensive plan. It was not determined whether any stage as proposed would exceed this requirement.

However, the graphic portion of the plan and the zoning must remain compatible to as not to create a Baker (Plan/Zone) conflict. Therefore if the requested R-4 zone change is accepted then the plan should be amended to M-R (Multi-family residential) in order to keep the plan designation and zoning compatible.

Finding #3 The applicants overall plans are compatible with the residential plan designation presently on the property. The staging of the development would need to comply with the density requirements of the R-1, R-2 or R-3 zoning to remain in substantial harmony with the graphic portion of the plan.

Finding #4 The plan designation must be amended if the requested zone change to R-4 is accepted. The Plan designation and zoning must remain compatible to eliminate a Baker (Plan/Zone) conflict. Goal and Policy Statements of the McMinnville Comprehensive Plan, 1971 are found on page 15 of the plan. The goals which relate to this request are as follows:

- A. To create a land use arrangement which recognizes the living, working, commercial, and recreational needs of the community...
- B. Insure everyone the opportunity to live in safe and healthy housing.
- C. Encourage residential development on suitable soils and in areas served by municipal sewer and water systems.
- D. Promote a variety of housing types and densities and encourage the placement of higher density areas adjacent to arterials and close to employment and shopping areas.

Finding #5 The subject request would not conflict with the goals and objectives of the McMinnville Comprehensive Plan, 1971.

Other Considerations:

The Parks Department has submitted a statement concerning the proposed park which would follow the drainage way which bisects the property. The

statement concludes that there is an 11 acre park in close proximity to the development (City Quarry Park) which has remained undeveloped for 9 years because of a lack of funds.

Conceptually, the proposed park as indicated on the applicant's plans is good, however the City Parks Department does not have the budget which would be needed to maintain it. Therefore, the Parks Department has recommended that the Planning Commission consider money in lieu of land as per Ordinance No.3810.

Staff finds that by using the formula for establishing the ultimate population of the subdivision (pursuant to Section 35 of the Subdivision Ordinance) that the total population of the subdivision would be 1401. The park ordinance requires that the developer either provide 1 acre for each 400 persons or money in lieu of land at the option of the Planning Commission. Total lands required by the ordinance would be 3.5 acres or the market value thereof.

The School District has also submitted a statement in regards to the subdivision. The statement indicates that the School District is presently over capacity and that approval of the subdivision should be delayed until the School Board comes to some decision regarding how the district will meet the educational needs of these additional students.

Comments were also submitted by the City Engineering Department regarding specific design aspects of the development. These comments have been submitted as staff exhibit #7.

Basically it appears that the conceptual plans are acceptable, provided that the developer and his staff work closely with the City engineering staff in order to alleviate possible engineering and drainage problems.

The Planning staff finds that the staging or phasing of the development should occur in a way which would allow the collector roadway running north/south and traversing the eastern portion of the property, to develop in the initial phasing of the development. This would allow a connection to the School District property and the 109 property which would encourage the possible development of a school and add other drainage possibilities to adjacent property.

LCDC

The LCDC goals that relate to this request include the following:

- Goal #8. Recreational needs
- Goal #10. Housing
- Goal #12. Transportation
- Goal #14 Urbanization

The above mentioned goals are discussed in detail in the Oregon Land Conservation and Development Commission, Statewide Planning Goals and Guidelines.

It is the staff opinion that the subject request would satisfy the needs as established within the above mentioned goals for the following reasons:

1. The property is within the corporate city limits of McMinnville.
2. The subject property will be within the urban growth boundary of the City.

3. The property is a logical expansion of development and both the planning commission and the CAC have indicated that growth should be directed to the west.
4. The property is in relatively close proximity to the city commercial services.
5. Public sewer and water will be available prior to development.

RECOMMENDATIONS

1. The planning staff would recommend that the comprehensive plan and zone change be denied and that the developer re apply for a zone change from EF-40 and R-1 to R-2 PD. The applicants plans should be modified to reflect the following:
 - (A) The proposed park be modified to be a portion of the multi-family area landscaping.
 - (B) No lands within the subdivision should be dedicated for park purposes but money should be received in lieu of land in order to help develop park area presently located within the vicinity.
 - (C) The first stage and the combination of consecutive stages thereafter must be designed to meet the density requirements of the R-2 zone.
 - (D) The plans must reflect the concerns as mentioned within the Engineering Report. The applicant must work closely with the Engineering Department in order to meet these needs.
 - (E) Staging or phasing of the development should occur in a way which will allow the collector street running north/south and traversing the eastern portion of the property to develop in the initial phasing of the overall development.
 - (F) Since the recent interpretation of the PD Ordinance modifies the validity of the initial zone change/ comprehensive plan amendment application and since the interpretation was made after the applicants had filed for the requested change, their submittal of a zone change application from EF-40 and R-1 to R-2 PD should be permitted without the collection of additional fees.
2. The planning staff recommends that the overall layout of streets, lots, and use types not be conceptually approved until a new plan is submitted that does not show the park land. Generally, we find the proposed layout unacceptable, but we cannot recommend approval until the park land is eliminated.

CPA 6-78
ZC 5-78

FINDINGS OF FACT

1. The applicants are requesting approval of a comprehensive plan map amendment from a residential to a multi-family residential designation, a zone change from Exclusive -Farm 40 and R-1 to a R-4 PD (multi-family Residential/Planned Development) zone, and conceptual approval of a Planned Development containing 459 dwelling units ranging from single-family homes to apartment complexes.
2. The subject property is approximately 94.5 acres in size, located adjacent to the south side of west Second Street, further described as TL 3400, Section 19, T. 4 S., R. 4 W., W.M.
3. Presently the zoning of the majority of the subject property is Exclusive-Farm 40, which would not permit a residential development. Approximately 150 ft of the property frontage is zoned R-1 (Single-family residential) and would permit the creation of lots with a maximum density of 9000 sq ft per lot.
4. The subject plan would conform to the density requirements of an R-2 single-family residential zone.
5. The applicant has stated that the entire 459 unit planned development would be completed over a seven year period.
6. Goal and Policy Statements of the McMinnville Comprehensive Plan, 1971 are found on page 15 of the plan. The goals which relate to this request are as follows:
 - A. To create a land use arrangement which recognizes the living, working, commercial, and recreational needs of the community...
 - B. Insure everyone the opportunity to live in safe and healthy housing.
 - C. Encourage residential development on suitable soils and in areas served by municipal sewer and water systems.
 - D. Promote a variety of housing types and densities and encourage the placement of higher density areas adjacent to arterials and close to employment and shopping areas.
7. The subject request would not conflict with the goals and objectives of the McMinnville Comprehensive Plan, 1971.
8. The LCDC Goals that relate to this request include the following:
Goal #8 Recreational needs
Goal #10 Housing
Goal #12 Transportation
Goal #14 Urbanization

The above mentioned goals are discussed in detail in the Oregon Land Conservation and Development Commission, Statewide Planning Goals and Guidelines.

It is the staff opinion that the subject request would satisfy the needs as established within the above mentioned goals for the following reasons:

1. The property is within the corporate city limits of McMinnville.
2. The subject property will be within the urban growth boundary of the City.
3. The property is a logical expansion of development and both the planning

.../

commission and the CAC have indicated that growth should be directed to the west.

4. The property is in relatively close proximity to the city commercial services.
5. Public sewer and water will be available prior to development.
9. A comprehensive plan map amendment, as requested by the applicants, is unnecessary. Their plans conform to the existing residential plan designation.
10. The R-4 PD zone change request is not consistent with the R-2 type density proposed on the plan.

RECOMMENDATION

Based on the findings of fact, the hearings testimony and the applicants' plans the commission recommends that:

1. The comprehensive plan map amendment originally requested by the applicant be denied as it is unnecessary, and
2. The zone change request be approved as an R-2 PD (single-family residential planned development) rather than as an R-4 PD as originally requested subject to the following conditions:
 - a. That before stage two of the development is 50 percent completed the north-south street be completed to the south line of stage two and that road easements be provided over the remainder of the future right-of-way to the school site for ingress and egress of school related traffic. The road easements across stage 2 & 3 may initially be in the form of a construction easement; however, upon demand by the City of McMinnville the developer shall convey to the City a dedicated roadway through stage 2 & 3 and execute a waiver of remonstrance against the improvement and any assessments to abutting property for the cost of making road improvements. Proof of legal ability to make such a dedication and to waive the right of remonstrance shall be provided upon the city's request. A failure to provide or to be able to provide said dedicated roadway shall be a basis for recession of the PUD.
 - b. That plot plans and elevations for the apartment complexes be submitted to and approved by the planning commission
 - c. That all setbacks for all structures conform to the R-2 single-family residential zone requirements.
 - d. That sewer and water services must be available to the subject site before any construction takes place.
 - e. The plan must reflect the concerns as mentioned within the Engineering Report. The applicant must work closely with the Engineering Department in order to meet these needs.
 - f. J. Gregcin shall dedicate to the City of McMinnville the park area as designated on the development plans submitted with the Planned Unit Development. This park area shall be developed and landscaped by J. Gregcin in a style and manner which is designed to be low in maintenance costs. The park style and design characteristics shall be recommended by the park and recreation director and approved by the Planning Commission. In addition, J. Gregcin shall complete that portion of the park within Phase I upon completion of 75% of the living

units to be constructed in said phase. The remainder of the park shall be completed prior to any building permits being issued for phase 4. It is the responsibility of the developer to plant park grass and trees during the period of November 1 through March 31. This time period is conducive to park construction and will be more likely to ensure the survival of plants and trees. Failure to plant within this time period shall be grounds to revoke the PUD.

For a period of not less than seven years or until completion of the project if longer than 7 years the J. Gregcin or its successor in interest, assigns or any other party acting in its place shall pay to the City of McMinnville a sum of money for park maintenance at a rate of \$3,000.00 per year for each acre of dedicated and developed park according to the schedule established above.

Completion of the park sections referred to herein includes installation of asphaltic walkways, planting of grass, and trees and installation of an underground sprinkler system and appropriate play equipment as may be necessary to complete the park. The developer, or his assigns, or successors in interest or other party shall commence annual payments to the City not later than thirty days after the park area to be completed in Phase I has been accepted by the City of McMinnville.

Annually thereafter the developer shall pay to the City the monies due according to this agreement. This payment schedule applies equally to both phases of park development.

- g. The land to be dedicated for park purposes is in excess of that which would be required by the zoning ordinance. At such time as the multiple family units are developed the Landscaping Committee may take this factor into consideration when setting the percentage of required landscaping, i.e. lowering the required percentage of 25%.

June 13, 1978

ZC 5-78
CPA 6-78

FINDINGS OF FACT

1. The applicants are requesting approval of a comprehensive plan map amendment from a residential to a multi-family residential designation, a zone change from Exclusive-Farm 40 and R-1 to a R-4 PD (Multi-family Residential/Planned Development) zone, and conceptual approval of a Planned Development containing 459 dwelling units ranging from single-family homes to apartment complexes.
2. The subject property is approximately 94.5 acres in size, located adjacent to the south side of west Second Street, further described as TL 3400, Section 19, T. 4 S., R. 4 W., W.M.
3. Presently the zoning of the majority of the subject property is Exclusive farm 40, which would not permit a residential development. Approximately 150 ft of the property frontage is zoned R-1 (Single-family residential) and would permit the creation of lots with a minimum density of 9000 sq ft per lot.
4. The subject plan would conform to the density requirements of an R-2 single-family residential zone.
5. The applicant has stated that the entire 459 unit planned development would be completed over a seven year period.
6. Goal and Policy Statements of the McMinnville Comprehensive Plan, 1971 are found on page 15 of the plan. The goals which relate to this request are as follows:
 - A. To create a land use arrangement which recognizes the living, working, commercial, and recreational needs of the community...
 - B. Insure everyone the opportunity to live in safe and healthy housing.
 - C. Encourage residential development on suitable soils and in areas served by municipal sewer and water systems.
 - D. Promote a variety of housing types and densities and encourage the placement of higher density areas adjacent to arterials and close to employment and shopping areas.
7. The subject request would not conflict with the goals and objectives of the McMinnville Comprehensive Plan, 1971.
8. The LCDC goals that relate to this request include the following:
Goal #8 Recreational needs
Goal #10 Housing
Goal #12 Transportation
Goal #14 urbanization

The above mentioned goals are discussed in detail in the Oregon Land Conservation and Development Commission. Statewide Planning Goals and Guidelines.

It is the staff opinion that the subject request would satisfy the needs as established within the above mentioned goals for the following reasons:

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1. The property is within the corporate city limits of McMinnville.
2. The subject property will be within the urban growth boundary of the City.
3. The property is a logical expansion of development and both the planning commission and the CAC have indicated that growth should be directed to the west.
4. The property is in relatively close proximity to the city commercial services.
5. Public sewer and water will be available prior to development.
9. A comprehensive plan map amendment, as requested by the applicants, is unnecessary. Their plans conform to the existing residential plan designation.
10. The R-4 PD zone change request is not consistent with the R-2 type density proposed on the plan.

RECOMMENDATION

Based on the findings of fact, the hearings testimony and the applicants' plans the staff recommends that:

1. The comprehensive plan map amendment originally requested by the applicant be denied as it is unnecessary, and
2. The zone change request be approved as an R-2 PD (single-family residential planned development) rather than as an R-4 PD as originally requested subject to the following conditions:
 - a. That before stage two of the development is 50 percent completed the north-south street be completed to the south line of stage two and that road easements be provided over the remainder of the future right-of-way to the school site for ingress and egress of school related traffic.
 - b. That plot plans and elevations for the apartment complexes be submitted to and approved by the planning commission.
 - c. That all setbacks for all structures conform to the R-2 single-family residential zone requirements.
 - d. That sewer and water services must be available to the subject site before any construction takes place.
 - e. The plans must reflect the concerns as mentioned within the Engineering Report. The applicant must work closely with the Engineering Department in order to meet these needs.
 - f. J Gregcin shall dedicate to the City of McMinnville the park area as designated on the development plans submitted with the Planned Unit Development. This park area shall be developed and landscaped by J Gregcin in a style and manner which is designed to be low in maintenance costs. The park style and design characteristics shall be approved by the park and recreation director. Approval by the Parks and Recreation Director shall not be unreasonably withheld and in

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the event the parties cannot agree the matter shall be presented to the Planning Commission for resolution. The Planning Commission's determination shall be final.

In addition, the J Gregcin Co. shall complete said park after _____ has been completed. Thereafter and for a period of not less than seven years the J Gregcin Co. shall pay to the City of McMinnville a sum of money for park maintenance at a rate of \$3,000.00 for each acre of park in said dedicated park. This payment shall be made not later than 30 June for each year, commencing in June 1979.

In the event the J Gregcin Co. fails to pay said money, then no additional building permits shall be issued nor shall approval for a subsequent phase be given by the City of McMinnville.

EXHIBIT 6

**DECLARATION OF RESTRICTIONS AND COVENANTS OF
JANDINA RESIDENTIAL DEVELOPMENT, OCTOBER 1979**

FILM 145 PAGE 591

DECLARATION OF RESTRICTIONS AND
COVENANTS OF JANDINA RESIDENTIAL DEVELOPMENT

THIS DECLARATION, Made this 8 day of OCTOBER,
1974, by J. Greggin, Inc., an Oregon corporation, hereinafter
called "declarant".

W I T N E S S E T H:

WHEREAS, declarant is the owner of the real property
described in Exhibit "A" attached hereto and by this reference
incorporated herein, said real property hereinafter referred to
as "JANDINA"; and

WHEREAS, the purpose of this declaration is to establish
a protective framework within which JANDINA will be developed and
to secure for the benefit of all persons who acquire an interest
therein the beauty and variety of the natural environment of
JANDINA:

NOW, THEREFORE, declarant hereby declares that all of
the real property described in Exhibit "A" shall be held, conveyed,
hypothecated, sold, encumbered, used, occupied and improved subject
to the limitations, restrictions, covenants and conditions of
this declaration, hereinafter referred to as "JANDINA Restrictions,
and Covenants".

ARTICLE 1

Definitions

As used in the JANDINA Restrictions and Covenants, the
terms set forth below shall have the following meanings:

1.1 JANDINA Restrictions and Covenants means all of
the limitations, restrictions, covenants and conditions set forth
in this declaration.

1.2 JANDINA means the real property described in
Exhibit "A".

1.3 Owner means the person or persons holding the
beneficial ownership of real property in JANDINA.

1...DECLARATION

1.4 City means the City of McMinnville, Oregon and its governing bodies.

1.5 Lot means each platted lot within JANDINA.

1.6 Common Area means all real property owned by the City for the common use and enjoyment of the Public.

ARTICLE 11

Use and Occupancy - Restrictions and Covenants

2.1 Each owner shall maintain the grounds and improvements of his lot in a clean and attractive condition, in good repair and in such fashion as not to create a fire hazard.

2.2 Each owner shall keep any garbage, trash and other refuse on his lot in covered containers.

2.3 Each owner of a lot shall use the property solely for residential purposes, as shown on the preliminary plan approved by the City.

2.4 EASEMENTS: Easements for installation and maintenance of utilities shall be maintained continuously by the owner of each lot where they exist, except for those improvements for which a public authority or utility company is responsible. No outdoor overhead wire or service drop for the distribution of electric energy or for telecommunication purposes nor any pole, tower, or other structure supporting said outdoor overhead wires shall be erected, placed, or maintained within this subdivision, their heirs, successors, and assigns shall use underground service wires to connect their premises and the structures built thereon to the underground electric or telephone utility facilities, (except for street lighting purposes and any main transmission lines operated by the utility company).

2.5 NUISANCES: No noxious or offensive activity shall be carried on upon any lot, nor shall anything be done thereon which may be or may become an annoyance or nuisance to the neighborhood. Any wrecked or unused automobile or truck remaining on the real premises for a period of more than thirty (30) days shall be deemed a nuisance.

2...DECLARATION

2.6 No trailers or habitable motor vehicles of any nature shall be used as a permanent residence or as a temporary residence for a period exceeding three days on any lot in JANDINA.

2.7 No animals of any kind shall be raised, kept or permitted on any lot other than a reasonable number of household pets which are not kept, bread or raised for commercial purposes or in unreasonable numbers and which are controlled so that they do not constitute a nuisance to the other owners.

2.8 Owners shall at no time maintain any sign or other advertising device of any character upon any lot, except that an owner may maintain one sign not larger than six square feet for the purpose of advertising the property for rent or for sale.

2.9 No camper, trailer house truck, boat or like item shall be parked on any lot nearer an abutting street than the front line of the dwelling house, and, in the case of a corner lot, no closer to the side street than the nearest set-back line. Neither shall any such item be allowed to remain on any street abutting the lot for a period in excess of ten days. Parking of any vehicle, including a passenger automobile between the house and the curb, or on the public streets for the purpose of tearing apart, restoring, repairing and like activities, shall be prohibited.

2.10 Each owner shall strictly comply with each and every law of the City of McMinnville, County of Yamhill, and the State of Oregon and with each any every rule and regulation of the administrative agencies which are now or hereafter in effect.

ARTICLE 111

MISCELLANEOUS PROVISIONS

3.1 WHERE ever these covenants and restrictions are less restrictive than City ordinances the later shall prevail.

3.2 ARCHITECTURAL CONTROL. No building shall be erected, placed, or altered on a lot until a sketch of exterior, construction plans, and a plot plan showing the location of the structure have been approved by the Architectural Committee as to harmony of

4...DECLARATION

exterior design with existing structures. Approval of a single member of the Architectural Committee shall constitute complete approval. The Architectural Committee is composed of Robert P. Steen, Dina L. Steen, Danny E. Hockert and Janice M. Hockert. All are principals of J. Gregcin, Inc. In the event of death or resignation the remaining members have full authority to designate their successors. Neither committee members or their successors shall be entitled to any compensation for services pursuant to the covenant.

3.3 ANY owner of a lot who shall cause excavation of lot to build a structure shall complete that structure within 1 year.

3.4 OWNER shall complete landscaping of the lot within 1 year from the date of occupancy.

3.5 NO lots may be resubdivided without written approval of the Architectural Committee.

3.6 AMENDMENT AND REPEAL. The JANDINA Restrictions and Covenants, or any provision thereof, may at any time with the written consent of declarant, or at any time more than two years after the date on which this declaration is recorded without the consent of declarant, be amended or repealed by the written consent of owners owning not less than 75 percent of the lots within JANDINA; provided, however, that there shall be no amendment of any provision relating to the common area without the prior written consent of the City of McMinnville, Oregon, and provided that no amendment shall permit the sale or transfer of the common area for any purpose or purposes other than for the purposes of using the property for open space or recreational property. Any amendment must be recorded.

3.7 Duration. The JANDINA Restrictions and Covenants shall run with the land and shall be and remain in full force and effect at all times with respect to all property included within JANDINA and the owners thereof for an initial period of 10 years commencing with the date on which this declaration is recorded. thereafter, the DANDINA Restrictions and Covenants shall continue

4...DECLARATION

to run with the land and be and remain in full force and effect at all times with respect to all property within JANDINA and the owners thereof for successive additional periods of ten years each. The continuation from the initial or any additional period into the next subsequent period shall be automatic and without the necessity of any notice, consent or other action whatsoever; provided, however, that the JANDINA Restrictions and Covenants may be terminated at the end of the initial or any additional period by resolution approved not less than six months prior to the intended termination date by the vote or written consent of owners owning not less than 75 percent of the lots within JANDINA.

3.8 Enforcement. The Declarant, or any owner shall have the right to enforce, by any proceeding at law or in equity, all restrictions, conditions, covenants, reservations, liens and charges now or hereafter imposed by the provisions of the JANDINA Restrictions and Covenants. The failure by Declarant, or by any owner, to enforce any covenant or restriction herein contained shall in no event be deemed as waiver of the right to do so thereafter. In the event of an action or suit to enforce any of the provisions contained in the JANDINA Restrictions and Covenants, the party not prevailing in said action or suit shall pay the prevailing party's costs and disbursements and such sum as the court may adjudge reasonable as attorney's fees to be allowed in said action or suit or any appeal thereon.

3.9 Joint Owners. In any case in which two or more persons share the ownership of any lot, regardless of the form of ownership, the responsibility of such persons to comply with the JANDINA Restrictions and Covenants shall be a joint and several responsibility and the act or consent of any one or more of such persons shall constitute the act or consent of the entire ownership interest.

3.10 Lessees and other Invitees. Lessess, Invitees, contractors, family members and other persons entering JANDINA

5...DECLARATION

under rights derived from an owner shall comply with all of the provisions of the JANDINA Restrictions and Covenants restricting or regulating the owner's use, improvement or enjoyment of his lot and other areas within JANDINA. The owner shall be responsible for obtaining such compliance and shall be liable for any failure of compliance by such persons in the same manner and to the same extent as if the failure had been committed by the owner himself.

3.11 Construction; Severability; Number; Captions. The JANDINA Restrictions and Covenants shall be liberally construed as an entire document to accomplish the purposes thereof as stated in the introductory paragraphs of this declaration. Nevertheless, each provision of the JANDINA Restrictions and Covenants shall be deemed independent and severable, and the invalidity or partial invalidity of any provision shall not affect the validity or enforceability of the remaining part of that or any other provision.

As used herein, the singular shall include the plural and the plural the singular, and the masculine and neuter shall each include the masculine, feminine and neuter, as the context requires. All captions used herein are intended solely for convenience of reference and shall in no way limit any of the provisions of the JANDINA Restrictions and Covenants.

3.12 Exclusion: The City of McMinnville as owner of common areas is in no way bound by or obligated to enforce any of these covenants or restrictions.

3.13 Notices and Other Documents. Any notice or other document permitted or required by the JANDINA Restrictions and Covenants may be deemed made 24 hours after having been deposited as certified or registered mail in the United States mail, with postage prepaid addressed as follows:

P.O. Box 29, Hubbard, OR 97032; if to an owner, at the address given by him at the time of his purchase of a lot.

6...DECLARATION

IN WITNESS WHEREOF, we have hereunto set our hands and seals the day and year first above written.

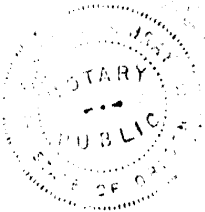
J. GREGGIN, INC.

By D. E. Hockert
 Danny E. Hockert, President

STATE OF OREGON, }
 County of Yamhill } ss.

OCTOBER 9, 1979

Before me, personally appeared Danny E. Hockert who acknowledged to me that he is the president of J. Greggin, Inc., an Oregon corporation, and that he signed the foregoing instrument on behalf of said corporation by authority of its Board of Directors.

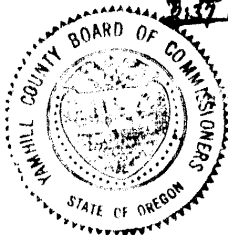


Gregory S. Bray
 Notary Public for Oregon
 My Commission Expires: July 6, 1983

STATE OF OREGON }
 County of YAMHILL }

10320

I, Wanda Galt, County Clerk for said County and State, do hereby certify that the within instrument of filing was duly and has been by me duly recorded on Page 591 of File No. 145 of the Recorder's Office on this 24 day of Oct AD 1979 at 2:37 o'clock PM.



In testimony whereof, I have subscribed my name and affixed my official seal.
Wanda Galt
 Deputy

EXHIBIT 7

STAFF REPORT ZC 7-91 / CU 6-91, OCTOBER 1991

DOCKET ZC 7-91/CU 6-91

November 14, 1991

Request: Approval of an amendment to the Jandina Planned Development Ordinance (No. 3939) and approval of a conditional use permit to allow the construction of a sanctuary, community youth center, and day care facility, on approximately 3.68 acres of land.

Location: In the northwest corner of the Jandina Planned Development, at the western terminus of Almond Court, and south of West Second Street, and more particularly described as Tax Lot 3400, Section 19, T. 4 S., R. 4 W., W.M.

Applicant: The Salvation Army

EXHIBITS

1. Staff Report
2. ZC 7-91 Application and Fact Sheet
3. CU 6-91 Application and Fact Sheet
4. Site Plan submitted by applicant
5. Legal Description
6. List of property owners to whom notice was sent
7. Affidavit of Publication
8. Vicinity Sketch
9. Referrals
10. Jandina Subdivision Deed Restrictions
11. Ordinance 3939
12. Jandina Subdivision Tentative Plan

SUBJECT SITE

The subject site is topographically flat and is currently being farmed. The property is absent any structures or development. Two streets from the adjacent Jandina Subdivision extend to the eastern edge of the subject property (Almond Court and Sesame Street).

To the north of the property, across West Second Street, are farmland, two single-family residences and a BPA electric substation. To the west is the Westvale Planned Development, south is farmland, and east is the Jandina Subdivision (133-lot residential development).

OBSERVATIONS

- For several years the Salvation Army has leased a small area of land adjacent to Newby Elementary School for the operation of its day care facility. This lease with the McMinnville School District has been terminated, effective March 1992, because of the District's need to use the property for athletic fields and other uses associated with the construction and operation of the new Middle School. It is the intent of the Salvation Army to relocate the day care facility currently housed on the Newby School property to the subject site, if approval of the requested zone change and conditional use permit is granted.
- If approval is granted, the applicant proposes to develop the subject property in three phases. First phase improvements would consist of a 31-student day care facility, play area and five-space parking lot in the northeast portion of the site, adjacent to West Second Street. The day care facility would consist of two modular units, each measuring approximately 28' x 66'. The first of these two units would be placed on

the property around March of 1992; the second unit would be sited by December of 1992.

Second phase improvements would consist of a 38-space parking lot and 9,000 square foot sanctuary building. Construction of these facilities is scheduled to occur within the next two to three years. Not indicated on the submitted site plan is the proposed community youth center, scheduled for the third phase of development. As currently planned, this facility would be located in the southeast portion of the subject property. Construction of the community youth center is tentatively scheduled for 1997.

- This project occupies only a small fraction of Tax Lot 3400. It is the intent of the applicant to partition the subject site from the remainder of Tax Lot 3400, if approval of the zone change and conditional use permit are granted. This action will require separate application and approval by City staff.
- In 1978, the City Council adopted a plan and set of design standards for the development of 94 acres of land referred to as the Jandina Planned Development. As part of this plan the developer recorded a set of deed restrictions to further govern the use and development of property in this area. The property which is the subject of this request is located within the Jandina Planned Development area, and is therefore subject to the requirements of the development plan and deed restrictions.

In reviewing this request and the Jandina Planned Development requirements, staff noted two inconsistencies which need to be brought to the attention of the Planning Commission. The more serious of the two issues concerns a provision in the deed restrictions which states that "each lot shall be used solely for residential purposes". This requirement would seem to cast a serious doubt on the question of whether a church and day care facility could be located on the subject property, even with City approval. Staff has been informed by the applicant that they will attempt to gather the signatures necessary to amend this provision of the Jandina Planned Development prior to the scheduled Planning Commission hearing.

The second issue relates to the proposed West Second Street access, as shown on the submitted site plan. According to the adopted Jandina Planned Development plan, access from or to West Second Street from adjoining lots is prohibited. To eliminate this access point from the applicant's plan, however, would force all traffic associated with the church and day care facility through the Jandina residential area. In light of this, staff would propose that the tentative plan for the Jandina Planned Development be modified to permit access from the subject property onto West Second Street as shown on the submitted site plan (see staff recommendations).

- The concept plan adopted for the Jandina Planned Development depicts the subject property as a twelve-lot, residential development. Approval and subsequent construction of the applicant's proposal would eliminate these twelve lots, proposed Almond Street extension, and southern cul-de-sac indicated on the adopted plan.
- It is staff's opinion that improvements to the submitted site design could be made as follows:
 - * The day care play area could be moved away from West Second Street and adjacent residential property and be placed more toward the interior of the property. This would reduce noise impacts on the adjacent residential properties (generated from children in the play area),

provide a safer environment for the children, and combine open space and play areas.

- * The parking area and sanctuary could be placed at right angles to the property lines, thereby increasing the amount of useable space on the property.
- The Findings of Fact and Conclusionary Findings are attached as Exhibit "A" to this report and are by this reference herein incorporated.

RECOMMENDATION

Staff is somewhat uncomfortable in offering a recommendation to approve this request, for three reasons. First, the residents of the Jandina Planned Development have purchased property within this subdivision with the understanding that all lots will be used for residential purposes. To change this expectation for no other reason than to accommodate the applicant's need for a site on which to locate a day care and church facility would seem unfair to those property owners.

Secondly, in light of the restriction discussed above, it makes the findings which support approval of a zone change request somewhat more tenuous and subject to question (e.g., would the proposal be consistent with the comprehensive plan for the area?).

And lastly, it is difficult for staff to review this project and determine impacts on surrounding properties and utilities, given the conceptual nature of the plan (particularly phases two and three).

Staff could support approval of the zone change and conditional use permit requests however, if the applicant is successful in his attempt to amend the covenants and remove the prohibition against uses other than residential (for the subject property). This action would directly address staff's first two concerns noted above; a set of conditions could be included in the Commission's approval to address phase two and three development issues.

Assuming that the applicant is able to amend the covenants prior to the Commission hearing, and the Commission finds that the request substantially conforms to the zone change and conditional use permit criteria and that it should be approved, staff would recommend the following:

Based on the materials submitted by the applicant, the findings of fact, and the conclusionary findings for approval, staff recommends that ZC 7-91 be approved subject to the following conditions:

1. That the Jandina Planned Development be amended to allow the subject property to access West Second Street, as indicated on the approved site plan.
2. That the amended site plan(s) shall be placed on file with the Planning Department and become a part of the zone and binding on the owner and developer.

The developer will be responsible for requesting permission of the Planning Commission for any major change of the details of the adopted site plan. Minor changes to the details of the adopted site plan may be approved by the City Planning Director. It shall be the Planning Director's decision as to what constitutes a major or minor change. An appeal from a ruling by him may be made only to the Commission. Review of the Planning Director's

decision by the Planning Commission may be initiated at the request of any one of the Commissioners.

Based on the materials submitted by the applicant, the findings of fact, and the conclusionary findings for approval, staff recommends that CU 6-91 be approved subject to the following conditions:

1. That landscape plans be submitted to and approved by the McMinnville Landscape Review Committee. Landscape design and planting shall be emphasized along the West Second Street frontage and adjacent to existing and planned residential areas located to the east and south of the subject property.
2. Before any building permit is issued for the proposed project, a drainage plan addressing the subject site shall be submitted to the City Engineer for review and approval.
3. Before any building permit is issued for the proposed project, parking lot design and specifications shall be approved by the City Planning Department and City Engineer.
4. That the applicant grant to the City those easements which may be necessary to extend utility services to adjacent properties.
5. That the applicant install sidewalks adjacent to West Second Street, in accordance with City Engineering Department requirements, prior to occupancy of the day care facility.
6. That the applicant submit a revised site plan for Phases I, II and III to the Planning Director for review and approval prior to issuance of building permits for the project. At a minimum, the revised site plan should incorporate those suggestions noted in the "Observation" section of this report (realign parking lot and sanctuary). The applicant may choose to submit individual site plans for each phase of the project.

The site plan(s) shall be placed on file with the Planning Department and become a part of the zone and binding on the owner and developer.

DRM:cls

EXHIBIT "A"
DOCKET ZC 7-91/CU 6-91
FINDINGS OF FACT AND CONCLUSIONARY FINDINGS

FINDINGS OF FACT

1. The applicants are requesting approval of an amendment to the Jandina Planned Development ordinance and approval of a conditional use permit to allow uses such as churches, day care centers, and community centers on a parcel of land approximately 3.68 acres in size located in the northwest corner of the Jandina Planned Development at the western terminus of Almond Court and south of West Second Street, and further described as Tax Lot 3400, Section 19, T. 4 S., R. 4 W., W.M.
2. The subject property is designated Residential on the McMinnville Comprehensive Plan Map, is zoned R-2 PD on the McMinnville Zoning Map, and is encumbered by the provisions of the Jandina Planned Development Ordinance No. 3939.
3. Sanitary sewer and municipal water and power are all available to the site. The municipal waste treatment plant has sufficient capacity to handle expected waste flows resulting from development of this property.
4. Northwest Natural Gas, GTE, TCI Cable Television, School District 40, and the McMinnville Fire Department have all recommended approval of the subject request.
5. The Jandina Subdivision was approved by the McMinnville Planning Commission on May 10, 1979. The enabling zone change was approved by the McMinnville City Council on July 5, 1978. In January of 1979, The McMinnville city Council approved an ordinance (No. 4067) which amended the Jandina Planned Development, permitting the construction of common-wall single-family residences on designated lots.
6. Goals and Policies from the McMinnville Comprehensive Plan which are applicable to the request are as follows:

CHAPTER III CULTURAL, HISTORICAL, AND EDUCATIONAL RESOURCES

GOAL III 1: TO PROVIDE CULTURAL AND SOCIAL SERVICES AND FACILITIES COMMENSURATE WITH THE NEEDS OF OUR EXPANDING POPULATION, PROPERLY LOCATED TO SERVICE THE COMMUNITY AND TO PROVIDE POSITIVE IMPACTS ON SURROUNDING AREAS.

- 13.00 The City of McMinnville shall allow future community center type facilities, both public and private, to locate in appropriate areas based on impacts on the surrounding land uses and the community as a whole, and the functions, land needs, and service area of the proposed facility.

CHAPTER V HOUSING AND RESIDENTIAL DEVELOPMENT

- 71.01 The City shall plan for development of the property located on the west side of the City to be limited to a density of six units per acre. It is recognized that it is an objective of the City to disperse multiple-family units throughout the community. In order to provide for multiple-family units on the west side, sewer density allowances or trade-offs shall be allowed and encouraged.
- A. It will be the obligation of the City Planning Director and the City Engineer to determine whether or not the density of each proposed development can exceed six units per acre.

School property, floodplain, and parklands will not be included in the density calculations.

- B. For those developments which have less than six units per acre, the differences between the actual density of the development and the allowed density (six units per acre) may be used as an additional density allowance by other property which is located in the same immediate sewer service area, providing that no peak loading effect would occur which would cause overloading of particular line design capacity, and provided that the zone change application is processed under the provisions of Chapter 17.51 of the zoning ordinance.
- C. The City will monitor development on the west side of McMinnville to determine which property is available for development at increased densities.
- D. In no case will a residential development of a higher density than six units per acre be approved if, by allowing the development, some other undeveloped property (which is not included in the application, but which is within the above-mentioned sewer service area) would be caused to develop at less than six units per acre because of lack of sewer capacity.
- E. Applications for multiple-family zone changes will be considered in relation to the above factors, e.g., sewer line capacity and dispersal of units. In addition, requests for zone changes to multiple-family shall consider those factors set forth in Section 17.72.035 (zone change criteria) of the zoning ordinance. (As amended by Ord. 4218, Nov. 23, 1983)

76.00 Parks, recreation facilities, and community centers within planned developments shall be located in areas readily accessible to all occupants.

Urban Policies:

99.00 An adequate level of urban services shall be provided prior to or concurrent with all proposed residential development. Services shall include, but not be limited to:

- 1. Sanitary sewer collection and disposal lines. Adequate municipal waste treatment plan capacities must be available.
- 2. Storm sewer and drainage facilities (as required).
- 3. Municipal water distribution facilities and adequate water supplies (as determined by City Water and Light).
- 4. Energy distribution facilities and adequate energy resource supplies.

CHAPTER VI TRANSPORTATION SYSTEM

126.00 The City of McMinnville shall continue to require adequate off-street parking and loading facilities for future developments and land use changes.

7. The following sections of the McMinnville Zoning Ordinance (No. 3380) are applicable to this request:

General Provisions:

"17.03.020 Purpose. The purpose of this ordinance is to encourage appropriate and orderly physical development in the City through standards designed to protect residential, commercial, industrial, and civic areas from the intrusions of incompatible uses; to provide opportunities for establishments to concentrate for efficient operation in mutually beneficial relationship to each other and to shared services; to provide adequate open space, desired levels of population densities, workable relationships between land uses and the transportation system, and adequate community facilities; to provide assurance of opportunities for effective utilization of the land resource; and to promote in other ways public health, safety, convenience, and general welfare."

"17.15.020 Conditional uses. In an R-2 zone, the following uses and their accessory uses may be permitted, subject to the provisions of Chapter 17.66: . . .

- B. Church;
- C. Community Building;
- D. Day care facility, when the following situation exists:
 - 1. The structure is not used as a residence by the operators and/or
 - 2. Ten or more children are present at any one time."

Planned Developments:

"17.51.010 Purpose. The purpose of a planned development is to provide greater flexibility and greater freedom of design in the development of land than may be possible under strict interpretation of the provisions of the zoning ordinance. Further, the purpose of a planned development is to encourage a variety in the development pattern of the community; encourage mixed uses in a planned area; encourage developers to use a creative approach and apply new technology in land development; preserve significant man-made and natural features; facilitate a desirable aesthetic and efficient use of open space; and create public and private common open spaces. A planned development is not intended to be simply a guise to circumvent the intent of the zoning ordinance."

"17.51.030 Procedure. The following procedures shall be observed when a planned development proposal is submitted for consideration: . .

- C. The Commission shall consider the preliminary development plan at a meeting at which time the findings of persons reviewing the proposal shall also be considered. In reviewing the plan, the Commission shall need to determine that:
 - (1) There are special physical conditions or objectives of a development which the proposal will satisfy to warrant a departure from the standard regulation requirements;
 - (2) Resulting development will not be inconsistent with the comprehensive plan objectives of the area;

- (3) The development shall be designed so as to provide for adequate access to and efficient provision of services to adjoining parcels (as amended by Ordinance No. 4242, April 5, 1983);
 - (4) The plan can be completed within a reasonable period of time;
 - (5) The streets are adequate to support the anticipated traffic, and the development will not overload the streets outside the planned area;
 - (6) Proposed utility and drainage facilities are adequate for the population densities and type of development proposed;
 - (7) The noise, air, and water pollutants caused by the development do not have an adverse effect upon surrounding areas, public utilities, or the City as a whole.
- D. If, in the opinion of the Commission, the foregoing provisions are satisfied, the proposal shall be processed according to this section. If the Commission finds to the contrary, they may recommend the application be denied or return the plan to the applicant for revision.
- E. The Commission may attach conditions to carry out the purpose of this ordinance provided that such conditions are not used to exclude needed housing or unnecessarily reduce planned densities, and do not result in unnecessary costs or delay (as amended by Ord. 4242, April 5, 1983);. . ."

Review Criteria:

"17.72.035 Review Criteria. An amendment to the official zoning map may be authorized, provided that the proposal satisfies all relevant requirements of this ordinance, and also provided that the applicant demonstrates the following:

- A. The proposed amendment is consistent with the goals and policies of the comprehensive plan;
- B. The proposed amendment is orderly and timely, considering the pattern of development in the area, surrounding land uses, and any changes which may have occurred in the neighborhood or community to warrant the proposed amendment;
- C. Utilities and services can be efficiently provided to service the proposed uses or other potential uses in the proposed zoning district."

8. Section 17.66.010 of the McMinnville Zoning Ordinance states:

"17.66.010 Authorization to grant or deny conditional uses. A conditional use listed in this ordinance shall be permitted, altered, or denied in accordance with the standards and procedures of this chapter. In the case of a use existing prior to the effective date of this ordinance and classified in this ordinance as a conditional use, a change in the use or in lot area, or an alteration of any structure shall conform

with the requirements for conditional uses. In judging whether or not a conditional use proposal shall be approved or denied, the Planning Commission shall weigh its appropriateness and desirability, or the public convenience or necessity to be served, against any adverse conditions that would result from authorizing the particular development at the location proposed and, to approve such use, shall find that the following criteria are either met, can be met by observance of conditions, or are not applicable:

- A. The proposal will be consistent with the Comprehensive Plan and the objectives of the zoning ordinance and other applicable policies of the City;
 - B. That the location, size, design, and operating characteristics of the proposed development are such that it can be made reasonably compatible with and have minimal impact on the livability or appropriate development of abutting properties and the surrounding neighborhood, with consideration to be given to harmony in scale, bulk, coverage, and density; to the availability of public facilities and utilities; to the generation of traffic and the capacity of surrounding streets; and to any other relative impact of the development;
 - C. That the development will cause no significant adverse impact on the livability, value, or appropriate development of abutting properties of the surrounding area when compared to the impact of permitted development that is not classified as conditional;
 - D. The location and design of the site and structures for the proposal will be as attractive as the nature of the use and its setting warrants;
 - E. The proposal will preserve environmental assets of particular interest to the community;
 - F. The applicant has a bona fide intent and capability to develop and use the land as proposed and has no inappropriate purpose for submitting the proposal, such as to artificially alter property values for speculative purposes."
9. Section 17.66.015 of the McMinnville Zoning Ordinance states:

"17.66.015 Placing conditions on a permit. In permitting a new conditional use or the alteration of an existing conditional use, the Planning Commission may impose, in addition to those standards and requirements expressly specified by this ordinance, additional conditions which it finds necessary to avoid a detrimental environmental impact and to otherwise protect the best interest of the surrounding area or the community as a whole..."

"17.72.035 Review Criteria. An amendment to the official zoning map may be authorized provided that the proposal satisfies all relevant requirements of this ordinance, and also provided that the applicant demonstrates the following:

- A. The proposed amendment is consistent with the goals and policies of the comprehensive plan;
- B. The proposed amendment is orderly and timely, considering the pattern of development in the area, surrounding land uses, and any

changes which may have occurred in the neighborhood or community to warrant the proposed amendment;

- C. Utilities and services can be efficiently provided to service the proposed uses or other potential uses in the proposed zoning district."
- 10. The City Manager, City Water and Light Department, McMinnville Fire Department, City Engineering Department, McMinnville School District No. 40, and Yamhill County have all reviewed the proposal and have not found conflicts with their interests.
- 11. The City has received no negative comments from public agencies or from area property owners concerning this request.

CONCLUSIONARY FINDINGS FOR APPROVAL

- 1. The subject request satisfies the applicable goals and policies of the McMinnville Comprehensive Plan, 1981 (see Findings of Fact No. 6) as follows:
 - a. Approval of the subject requests will assure compliance with Goal III-1 and Policy 13.00. By approving the public preschool facility and community youth center, the City will be satisfying a needed service for individuals and families who live and work in McMinnville.
 - b. Policy 71.01 is satisfied in that this project does not exceed six units per acre.
 - c. Policy 76.00 is satisfied by the request in that the subject property is physically located in close proximity to areas planned for large-scale residential development (Westvale and Jandina) and along a major collector street, providing easy access to pedestrians and vehicles.
 - d. Adequate sanitary sewer, water, storm drainage, electricity, off-street parking and loading facilities and services are available and will be provided by this project. Elimination of the existing day care facility at Newby Elementary School should reduce traffic congestion and improve pedestrian and vehicular safety at that location. Policies 99.00 and 126.00 are therefore satisfied by this request.
- 2. The subject request complies with the applicable requirements of the McMinnville Zoning Ordinance (see Findings of Fact No.7) as follows:
 - a. Section 17.03.020 is satisfied by the request for the reasons enumerated in Conclusionary Finding for Approval No. 1.
 - b. The subject site is properly designated and zoned for the proposed use on the McMinnville Comprehensive Plan Map and the McMinnville Zoning Map, respectively. A church and day care facility are conditional uses permitted under the provisions of the R-2 zone and Chapter 17.66 of the Zoning Ordinance.
 - c. The applicable sections of Section 17.51.030 are also satisfied by the request as follows:

- (1) There are special conditions and objectives which warrant a departure from the standard requirements, including the need to provide day care and activities for youths in close proximity to the residential areas of west McMinnville, thereby reducing travel on local streets.
 - (2) With amendment of the Jandina Planned Development covenants, and approval of this request, the proposed development will be consistent with the comprehensive plan objectives for the area.
 - (3) Adequate access will be provided to the proposed development through the construction of the West Second Street access and extension of Almond Court, and public sidewalks. Services to adjoining properties will not be affected by this development.
 - (4) If approved, the day care facility will be operational within four to six months, the sanctuary will be constructed within two to three years, and the community youth center will be constructed within five to six years. This is a reasonable period of time to complete this project.
 - (5) The existing streets (West Second Street, a major collector, and Almond Court) are adequate in size and capacity to support the anticipated traffic.
 - (6) Utility services and facilities presently serving the area are adequate to serve the proposed development. Drainage facilities necessary to serve the project will be constructed by the applicant.
 - (7) No air, noise, or water pollutants will be generated by the proposed development that are greater than those generated by other similar developments.
 - (8) All of the requirements of Section 17.51.030 are satisfied by this request.
- d. Section 17.72.035 is satisfied by the request as the proposed change is consistent with the applicable goals and policies of the McMinnville Comprehensive Plan (see Conclusionary Finding for Approval No. 1); the proposed amendment is orderly and timely, considering the recent increase in residential growth evident on surrounding properties and in west McMinnville; and utilities and services can be provided to the subject property.
- e. The applicable provisions of Section 17.66.010 are satisfied by this request as follows:
- (1) With amendment of the Jandina Planned Development covenants, and approval of this request, the proposed development will be consistent with the comprehensive plan objectives for the area.
 - (2) Use of West Second Street as a primary access, extensive landscaping along property lines which abut residential properties, and placement of the parking area between the two structures will minimize potential impacts on abutting properties and the surrounding neighborhood.

- (3) No evidence has been provided which would indicate that the proposed development would have a significant adverse impact on the livability, value, or appropriate development of abutting properties.
 - (4) The location and design of the site and structures will be attractive through the employment of good design principles and extensive perimeter landscaping, as required by this approval.
 - (5) Section 17.66.010 (e) is not applicable to this request.
 - (6) The applicant has a bona fide intent and capability to develop and use the subject property as proposed, and has no inappropriate purpose for submitting the proposal.
- f. Public facilities are available in required capacities to serve the site and proposed uses. West Second Street is a major collector and easily has capacity to handle the expected traffic generation.

CONCLUSIONARY FINDINGS FOR DENIAL

- 1. The applicable sections of 17.51.030 are not satisfied in that there are no special conditions and objectives which warrant a departure from the standard requirements. Other churches and day care facilities are located within close proximity to the subject site, and serve the needs of adjacent residential areas and community residents. In addition, restrictions limiting use of the subject property for residential purposes and prohibiting access from West Second Street have been in place since 1978 and are still in effect.
- 2. Without the use of West Second Street for access to the subject property, the development does not have adequate access to serve the proposed uses. Traffic on Almond Court, Filbert Street and adjacent residential areas would increase as a result of the development of this proposal, causing significant impacts to the neighborhood.
- 3. The submitted proposal is inconsistent with the Jandina Planned Development in that the site would be used for purposes other than residential.

DRM:cls

EXHIBIT 8

ORDINANCE 4509, DECEMBER 1991

ORDINANCE NO. 4509

An ordinance amending Jandina Planned Development Ordinance No. 3939 to allow the construction of a sanctuary, community youth center, and day care facility on approximately 3.68 acres of land.

RECITALS:

The Planning Commission received an application from the Salvation Army for an amendment to the Jandina Planned Development (ZC 7-91) dated October 10, 1991, for property located in the northwest corner of the Jandina Planned Development, at the western terminus of Almond Court, and south of West Second Street, and more particularly described as a portion of Tax Lot 3400, Section 19, T. 4 S., R. 4 W., W.M.

A public hearing was held on November 14, 1991, at 7:30 p.m. before the Planning Commission after due notice had been given in the local newspaper on November 6, 1991, and written notice had been mailed to property owners within 300 feet of the affected property; and

At said public hearing, testimony was received, the application materials and a staff report were presented; and

The Planning Commission, being fully informed about said request, found that said change conformed to the Planned Development review criteria listed in Chapter 17.51 of Ordinance No. 3380 based upon the material submitted by the applicant and findings of fact and the conclusionary findings for approval contained in the staff report, all of which are on file in the Planning Department, and that the planned development amendment is consistent with the Comprehensive Plan; and

The Planning Commission approved said zone change and has recommended said change to Council; now, therefore,

THE CITY OF McMINNVILLE ORDAINS AS FOLLOWS:

Section 1. That the Council adopts the findings and conclusions of the Planning Commission, staff report on file in the Planning Department, and the application filed by the Salvation Army.

Section 2. That Ordinance No. 3939 be amended by adding the following section:

Section 4. That the portion of the Jandina Planned Development which is described in Exhibit "B" which is attached hereto and by this reference herein incorporated is, in addition to being subject to any other applicable provisions of this ordinance, specifically subject to the following:

- (a) That the Jandina Planned Development be amended to allow the subject property to access West Second Street, as indicated on the approved site plan.

- (b) That the amended site plan(s) shall be placed on file with the Planning Department and become a part of the zone and binding on the owner and developer.

The developer will be responsible for requesting permission of the Planning Commission for any major change of the details of the adopted site plan. Minor changes to the details of the adopted site plan may be approved by the City Planning Director. It shall be the Planning Director's decision as to what constitutes a major or minor change. An appeal from a ruling by him may be made only to the Commission. Review of the Planning Director's decision by the Planning Commission may be initiated at the request of any one of the Commissioners.

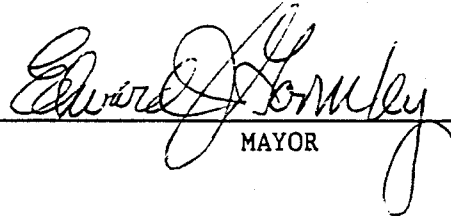
- (c) That the applicant submit a copy of the recorded Jandina Subdivision covenant amendment related to restriction of residential uses to the Planning Director prior to issuance of any building permits.

Passed by the Council this 10th day of December, 1991, by the following votes:

Ayes: Aleman, Windle, Massey, Blanchard, Dell, Hansen

Nays: _____

Approved this 10th day of December, 1991.


MAYOR

Attest:


RECORDER

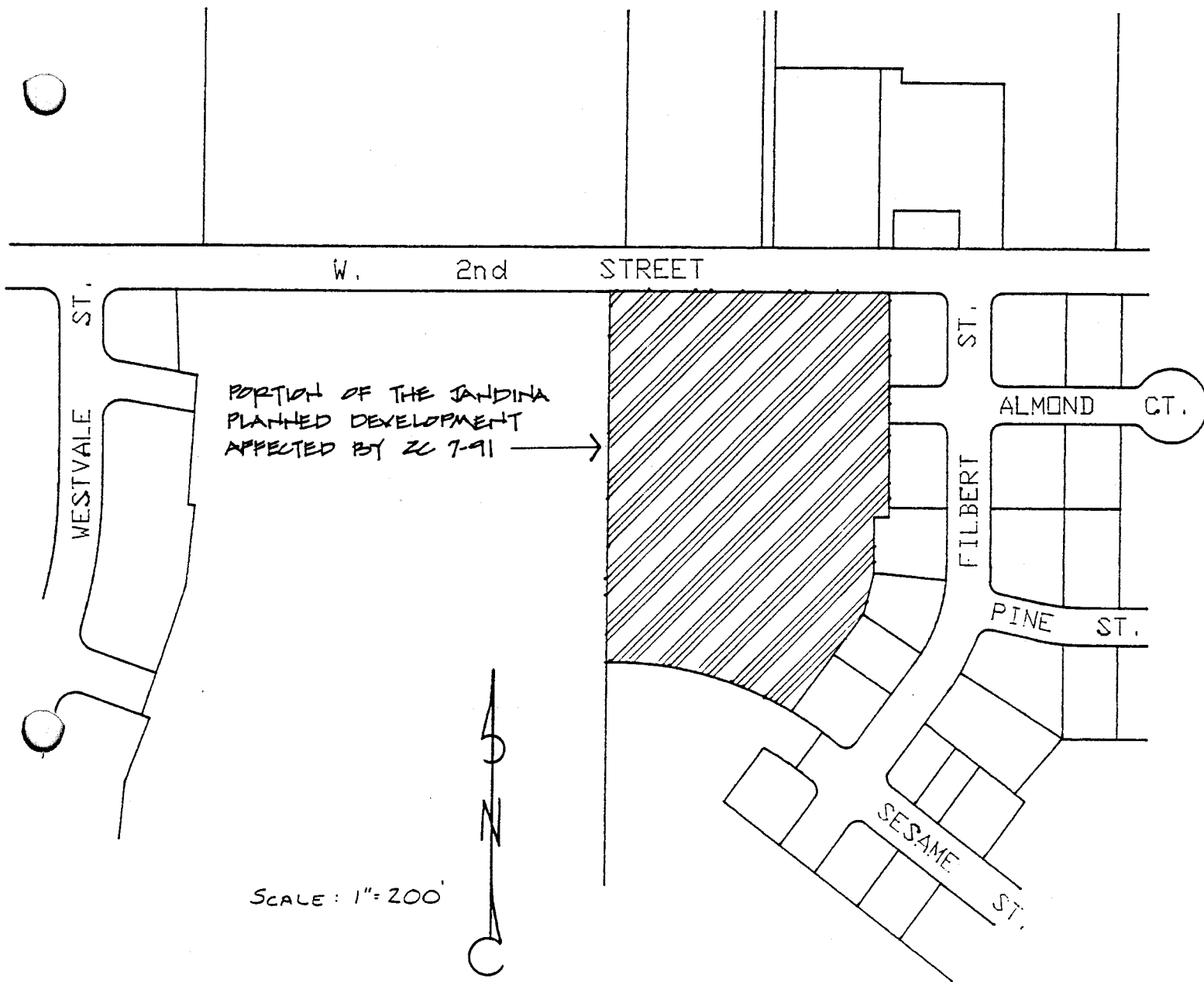


EXHIBIT 9

**AMENDMENT OF RESTRICTIONS AND COVENANTS OF
JANDINA RESIDENTIAL DEVELOPMENT, JANUARY 1992**

1992 JAN 30 PM 1:40

F 264 P 1533

MEMORANDUM

of certain

AMENDMENT OF RESTRICTIONS AND COVENANTS
OF JANDINA RESIDENTIAL DEVELOPMENT

We, Jonathan Knapp, Lucy Parr, Blanche Suchy and Valerie Moorhead hereby certify that the Jandina Subdivision property owners listed in Exhibit "A" did sign in our individual or collective presences a certain document entitled "Amendment of Restrictions and Covenants of Jandina Residential Development."

An exemplar of said document, consisting of 1 (one) page is attached and incorporated by this reference as Exhibit "B."

The Jandina Restrictions and Covenants must be amended or repealed by the written consent of owners owning not less than 75 (seventy five) percent of the lots within Jandina before a property can be used for any purpose other than residential. The owners of the lots enumerated in Exhibit "A" who signed the "Amendment of Restrictions and Covenants of Jandina Residential Development" total 117 (one hundred seventeen) which is 77 (seventy seven) percent of the lot owners in the Jandina Homeowners Subdivision as of November 13, 1991.

In recognition of the authority granted by said signatories, the property described in Exhibit "C" may therefore be used as a church, child care center and youth center.

Dated this 23rd day of January, 1992.

Jonathan Knapp
Jonathan Knapp

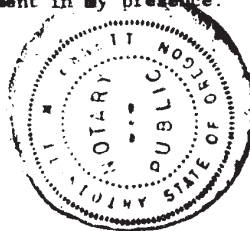
Lucy Parr
Lucy Parr

Blanche Suchy
Blanche Suchy

Valerie Moorhead
Valerie Moorhead

State of Oregon)
) ss
County of Yamhill)

On this 23rd day of January, 1992, personally appeared before me the above named Jonathan Knapp, Lucy Parr, Blanche Suchy, and Valerie Moorhead who acknowledged the foregoing "Amendment of Restrictions and Covenants of Jandina Residential Development" to be true and correct and did also personally executed said document in my presence.



Antoinette M. Bennett
Notary Public for State of Oregon
My Commission Expires: 5-9-94

1-30-92

1992 JAN 30 PM 1:40

F264P1534

Exhibit "A" Page 1 of 3

Section R4419DA

Lot 5200	Susan Mentze
Lot 5300	David McDonald
Lot 5500	Debbie Service
Lot 5601	Helen Cahill
Lot 5700	Kelly Strahan
Lot 5800	Margaret VanDam
Lot 5900	Yvonne Brown
Lot 6000	Judy Meierotto
Lot 6200	Al Buller
Lot 6300	William Harris
Lot 6400	Debra Fuller
Lot 6600	Rafael Arreola
Lot 6800	Housing Authority of Yamhill Co.
Lot 6900	Toni Briggs
Lot 7000	Fred Stephen
Lot 7100	Ladonna Privatsky
Lot 7200	Catherine Burdett
Lot 7300	Greg Evers
Lot 7400	Al Owens
Lot 7500	Heladia Garcia
Lot 7600	Sharon Smith
Lot 7701	Marvin Black
	Barbara Black
Lot 7800	Mary E. Linn
Lot 7900	Teresa McLeod
Lot 8000	Douglas Cummins
Lot 8100	Tammy H. Aase
Lot 8500	Lena McKimens
Lot 8600	Mary McGanty
Lot 8700	Robert C. Johnson Jr.
Lot 9000	April Hawks
Lot 9100	Al Buller
Lot 9200	Judith May
Lot 9300	Mary Rash
Lot 9400	Joan Markel
Lot 9500	Marguerite L. Stacey
Lot 9600	Susan Edwards
Lot 9700	Cris Croxford
Lot 9800	Kelly Jo Shaw
Lot 9900	Nancy Reichenberger
Lot 1000	Elsie Phillips
Lot 2101	Margaret A. Walts
Lot 0100	Lois J. Harmon
Lot 0101	Claude W. Chase Sr.
	Geraldyna B. Chase
Lot 0200	Jonnie R. Getsinger
Lot 0300	Heather D. Gosen
Lot 0400	Barbara Hinton
Lot 0500	Ruth Moad
Lot 0600	Rebecca S. Neill-White
Lot 0700	Cathie Meade
Lot 0800	Laura Lake
Lot10000	Housing Authority of Yamhill Co.

11:30:92

1992 JAN 30 PM 1:40

F264P1535

Exhibit "A" Page 2 of 3

Lot 1300	Donna Spear
Lot 1301	Mooki Kim
	Snagwon Kim
Lot 1400	Sangwon Kim
Lot 1500	Pedro Salinas
Lot 1600	Leonard Brean
Lot 1700	Pixie Esell
Lot 1800	Cindy McAnaw
Lot 2100	Janice Wilcox
Lot 2200	Rick Jones
	Marie Jones
Lot 2300	Cheryl Allard
Lot 2600	Michael Quillen
Lot 2700	Dionicio Garza
	Carolyn Garza
Lot 2800	Elma Henrikson
Lot 2900	Douglas Williams
Lot 3000	Housing Authority of Yamhill Co.
Lot 2310	Doug Hays
Lot 3200	Mary Anne Odan
Lot 3300	Neal E. Gehuan
Lot 3400	Scott Woods
	Val Woods
Lot 3500	Michele Osbon
Lot 3600	Beverly Clark
Lot 3900	Stephanie Stevens
Lot 4000	William B. Souther
Lot 4100	Ronald Christensen
Lot 4400	Winifred E. Regler
Lot 4600	Connie Morgan
Lot 4700	Debra K. Olson
Lot 4800	Margaret Nice
Lot 4900	Jimmy L. Bosshardt
Lot 5000	Alfredo Martinez
Lot 5100	Peverly G. McCarthy

Section R4419DD

Lot 0100	Housing Authority of Yamhill Co.
Lot 0200	Frances Heimlick
	Daniel Heimlick
Lot 0201	Marcia Ray
Lot 0300	Edward Ulmer
	Frances Ulmer
Lot 0400	Ester Wiebe
Lot 0500	Gregg Rogers
Lot 0600	Jane Newton
Lot 0700	Sarah Palmer
Lot 0800	Thomas Cahill
Lot 0900	Carol Heidrich
Lot 1100	Karen Aksan
Lot 1200	Lucy Tester
Lot 1400	Donald Talmadge

1-30-92

1992 JAN 30 PM 1:40

F264P1536

Exhibit "A" Page 3 of 3

Lot 1600	Sheila Walls
Lot 1700	Janet Westgard
Lot 1800	Jeff Corff
Lot 1900	Breck Mayer
Lot 2000	Vicki Johnson
Lot 2100	Carla Brewer
Lot 2200	Ronald Crafton
Lot 2300	Lilly Mota
Lot 2500	Robin Martsolf-Hubbard
Lot 2600	Richard Plummer
Lot 2700	Al Baker of Grove Builders
Lot 2900	Karen Longoria
Lot 3200	Wendy Izlar
	Frances Izlar
Lot 3300	Al Baker of Grove Builders
Lot 3409	Al Buller
Lot 3410	Al Buller
Lot 3411	Raymond J. Kulback Jr.
Lot 3412	Raymond J. Kulback Jr.
Lot 3413	Raymond J. Kulback Jr.
Lot 3414	Leonard D. Tripp
Lot 3415	Sandra Smith
	Vern Sjoberg
Lot 3417	Raymond J. Kulback Jr.
Lot 3418	Raymond J. Kulback Jr.
Lot 3419	Raymond J. Kulback Jr.

1-30-92

1992 JAN 30 PM 1:40

F 264P1537

Exhibit "B"

AMENDMENT OF RESTRICTIONS AND COVENANTS
OF JANDINA RESIDENTIAL DEVELOPMENT

The Jandina subdivision was created with a deed restriction limiting the use of all land for residential purposes. This provision (as it applies to a particular parcel) may be changed when 75 percent of the property owners agree.

The Salvation Army desires to buy a parcel of land consisting of 3.68 acres located west of Filbert Street and abutting West Second Street, McMinnville, Oregon. Please see the attached map. This land would be used for a church and day care center. (Social services such as "Fish" would be provided out of the downtown office and not from this site.) A conditional use permit is being sought from the City of McMinnville if this land use restriction change is approved by Jandina property owners; now, therefore,

I/We, _____, owners of Tax Lot No. _____, Jandina subdivision, McMinnville, Oregon, do hereby agree that the restrictive covenants of the Jandina subdivision be amended to allow the property (described in the attached map) to be used as a church and day care center.

As evidence of our agreement to amend the Restrictions and Covenants of Jandina Residential Development, I/we do hereby sign this agreement this _____ day of _____, 1991.

WITNESSED BY:

001102

STATE OF OREGON)

COUNTY OF YAMHILL) ss.

I hereby certify that this instrument was received and duly recorded by me in Yamhill County records.

Instrument #

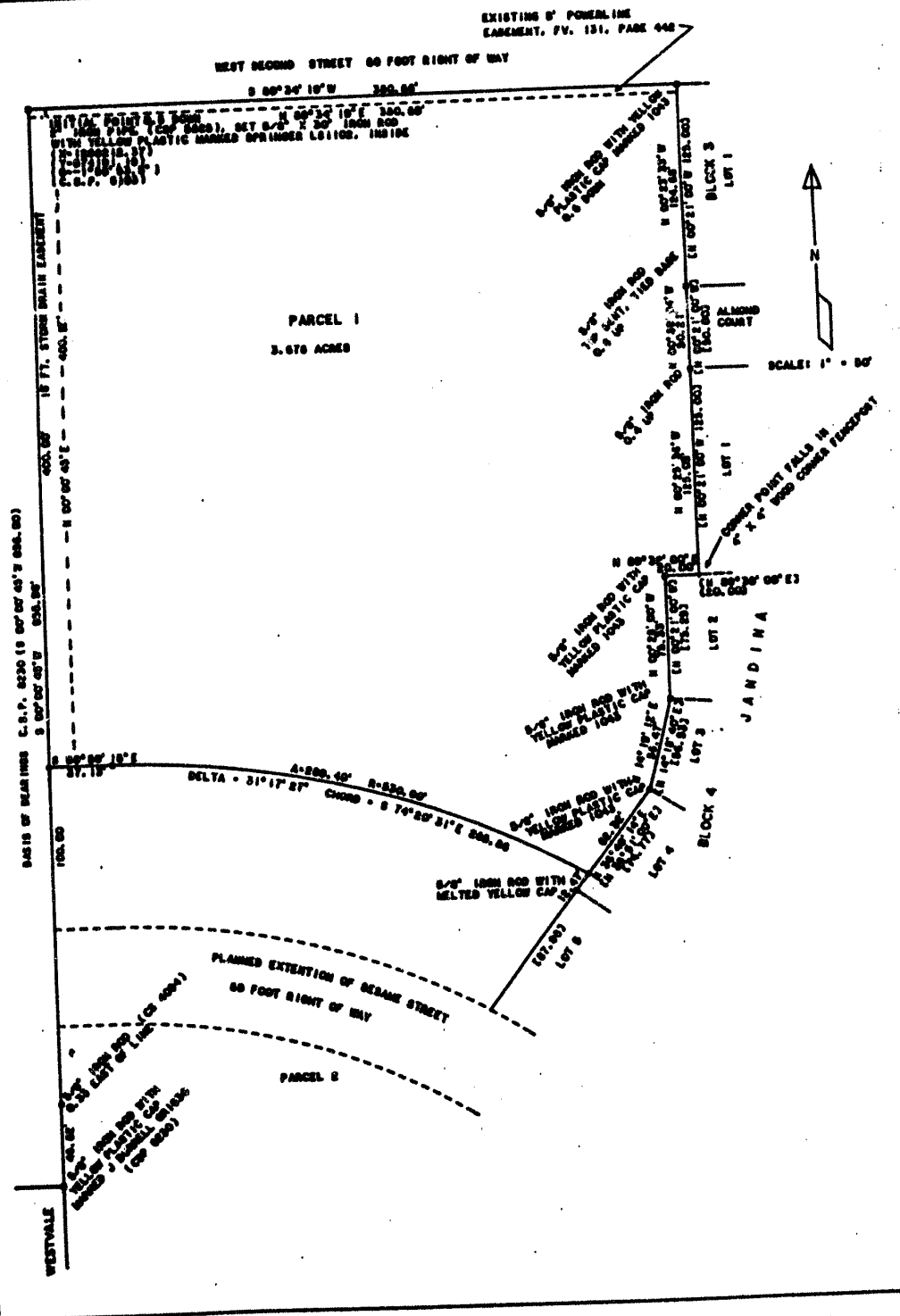
T. Glick

CHARLES STERN,
COUNTY CLERK

Salvation Army

1-30-92

Exhibit "C"



1992 JAN 30 PM 1:41

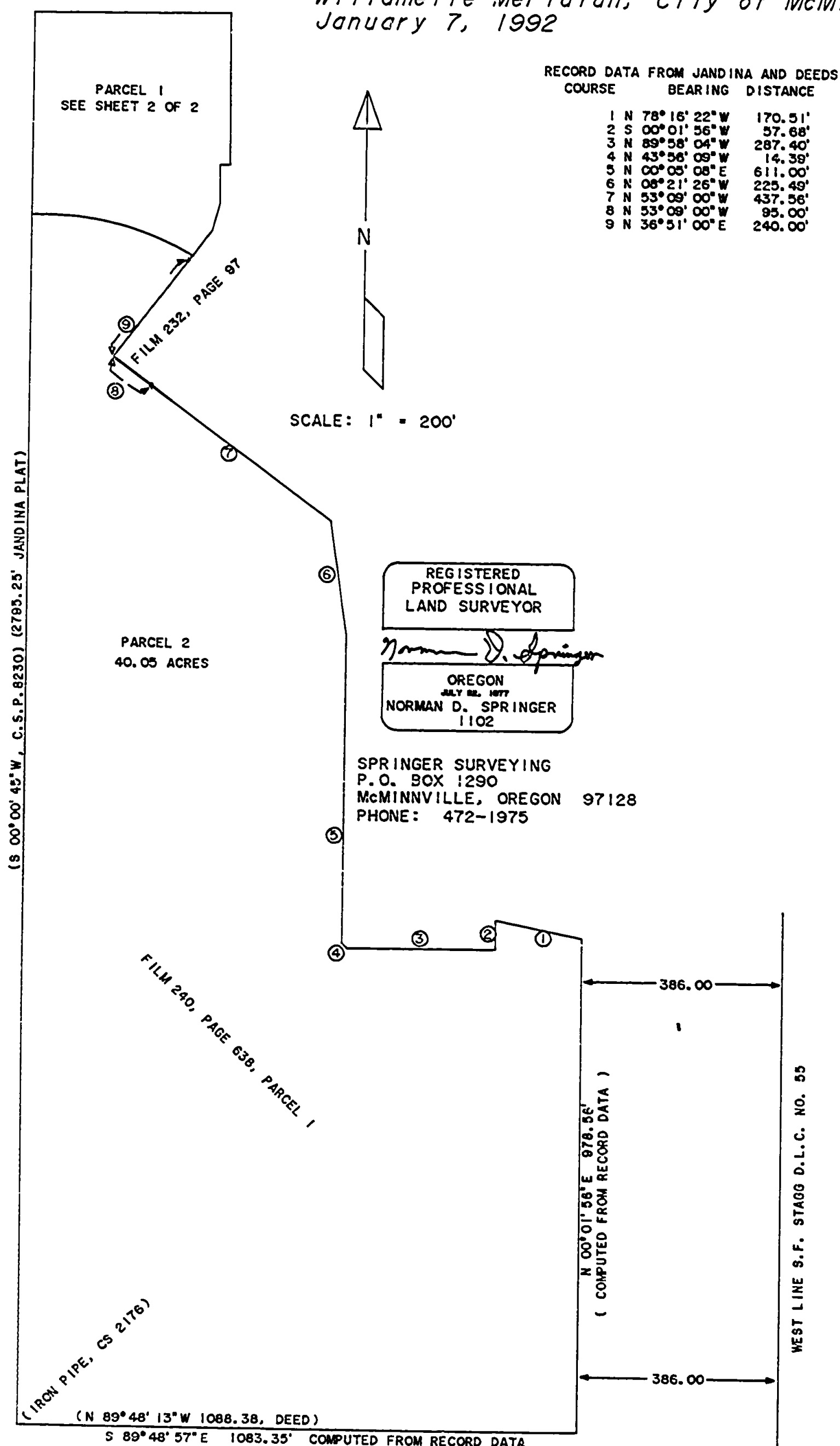
F264P.1539

1-30-92

EXHIBIT 10

PARTITION 92-07

PARTITION PLAT NO. 92-07 (CITY OF McMinnville MP 10-91)
 for THE SALVATION ARMY
 In the SE 1/4 of Section 19, Township 4 South, Range 4 West,
 Willamette Meridian, City of McMinnville, Yamhill County, Oregon
 January 7, 1992



DECLARATION

I, LAWRENCE T. EPPING, MANAGING PARTNER, GRANADA LAND COMPANY, HEREBY DECLARE THAT GRANADA LAND COMPANY IS THE RECORDED OWNER OF THE LAND DESCRIBED IN THE SURVEYORS CERTIFICATE AND THAT I HAVE CAUSED THIS PARTITION PLAT TO BE PREPARED AND THE PROPERTY DIVIDED IN ACCORDANCE WITH OREGON REVISED STATUTES CHAPTER 92 AND FURTHER THAT I HEREBY DEDICATE ALL EASEMENTS SHOWN HEREON TO THE PUBLIC FOR THE PURPOSES SHOWN. THERE ARE NO WATER RIGHTS APPURTENANT TO THIS PARTITION. WATER IS SUPPLIED BY THE CITY OF McMINNVILLE MUNICIPAL WATER SYSTEM.

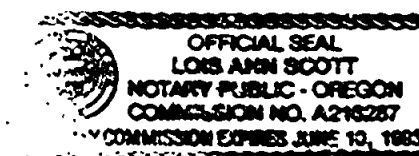
Lawrence T. Epping
 LAWRENCE T. EPPING, MANAGING PARTNER, GRANADA LAND COMPANY

ACKNOWLEDGEMENT

STATE OF OREGON)
 COUNTY OF YAMHILL)
 NORMAN S.S.

THIS IS TO CERTIFY THAT ON THIS 29th DAY OF JANUARY, 1992, BEFORE ME, A NOTARY PUBLIC FOR THE STATE OF OREGON, DID PERSONALLY APPEAR LAWRENCE T. EPPING, WHO IS PERSONALLY KNOWN TO ME TO BE THE IDENTICAL PERSON DESCRIBED IN AND WHO EXECUTED THE DECLARATION FREELY AND VOLUNTARILY.

Lois Ann Scott
 NOTARY PUBLIC FOR THE STATE OF OREGON
 MY COMMISSION EXPIRES 6-10-23



APPROVALS

APPROVED THIS 29 DAY OF JAN, 1992

Norman D. Springer
 CITY OF McMINNVILLE, PLANNING DIRECTOR

APPROVED THIS 29th DAY OF JANUARY, 1992

Donald C. Schut
 CITY OF McMINNVILLE, SURVEYOR

I DO HEREBY CERTIFY THAT THIS PARTITION PLAT WAS DULY RECORDED ON THE 30th DAY OF JAN. 1992 AT 1:41 O'CLOCK P.M AS PARTITION PLAT NO. 92-07, YAMHILL COUNTY RECORDS, FILM 3 VOLUME 182-183

T. Fuller
 YAMHILL COUNTY CLERK

PARTITION PLAT NO. 92-07
for THE SALVATION ARMY
 In the SE 1/4 of Section 19, Township 4 South, Range 4 West,
 Willamette Meridian, City of McMinnville, Yamhill County, Oregon
 January 7, 1992

- LEGEND**
- ◻ FOUND MONUMENT AS NOTED
 - SET 5/8" x 30" IRON ROD WITH YELLOW PLASTIC CAP MARKED SPRINGER LS1102
 - () DATA OF RECORD, AS NOTED
 - [] RECORD DATA FROM JANDINA PLAT

NARRATIVE

THIS PARTITION WAS DONE TO SATISFY CONDITIONS OF APPROVAL OF MP-10-91. MONUMENTS WERE HELD AS FOUND. THE POSITION OF THE SOUTHEAST CORNER OF LOT 1, BLOCK 4 WAS COMPUTED IN BY HOLDING RECORD ANGLE AND DISTANCE FROM THE NORTHWEST CORNER OF LOT 2. THE NEW DIVISION LINE WAS COMPUTED AT 100 FEET FROM THE NORTHERLY LINE OF THE PROPOSED SESAME STREET. THE PROPOSED POSITION OF SESAME WAS SHOWN AS 500 FEET FROM THE SOUTHERLY RIGHT OF WAY LINE OF WEST SECOND STREET AS MEASURED ALONG THE WEST LINE OF THIS PARTITION. THE BOUNDARIES OF PARCEL 2 WERE NOT SURVEYED. BASIS OF BEARINGS FOR THIS PARTITION IS C.S.P. 8230, AS SHOWN. C.S.P. 8193 RESURVEYED THE WEST LINE, AND COURSES 2 THROUGH 4, AND RETURNED SLIGHTLY DIFFERENT DISTANCES THAN THE RECORD SHOWN HEREON.

SURVEYORS CERTIFICATE

I, NORMAN D. SPRINGER, A REGISTERED LAND SURVEYOR IN THE STATE OF OREGON, BEING FIRST DULY SWORN, HEREBY DEPOSE AND SAY THAT I HAVE CORRECTLY SURVEYED AND MARKED WITH PROPER MONUMENTS THE LAND REPRESENTED ON THE ATTACHED MAP AS PARCEL 1. PARCEL 2, BEING IN EXCESS OF 10 ACRES, WAS NOT SURVEYED AT THIS TIME. THE BOUNDARY OF THIS PARTITION IS DESCRIBED AS FOLLOWS: BEGINNING AT THE INITIAL POINT, A 2" IRON PIPE WITH A 5/8" x 30" IRON ROD WITH A YELLOW PLASTIC CAP MARKED SPRINGER LS1102 INSIDE, ALL 6" BELOW THE SURFACE OF THE GROUND. SAID INITIAL POINT BEING 653.98 FEET NORTH 00° 00' 45" EAST FROM A 5/8" IRON ROD AT THE NORTHEAST CORNER OF TRACT A, SHEET 3, OF WESTVALE, A SUBDIVISION OF RECORD IN YAMHILL COUNTY, OREGON; THENCE SOUTH 00° 00' 45" WEST 2795.25 FEET TO AN IRON PIPE; THENCE SOUTH 89° 48' 57" EAST 1083.34 FEET TO A POINT ON THE SOUTH LINE OF THE TRACT OF LAND DESCRIBED IN THE DEED RECORDED IN FILM VOLUME 30, PAGE 711, SAID POINT BEING 386.00 FEET WESTERLY FROM THE WEST LINE OF THE S.F. STAGG D.L.C. NO. 55; THENCE NORTH 00° 01' 56" EAST, PARALLEL TO SAID WEST LINE OF THE S.F. STAGG D.L.C., A DISTANCE OF 978.56 FEET TO A POINT ON THE SOUTHERLY LINE OF LOT 10, BLOCK 9 OF JANDINA, A SUBDIVISION IN YAMHILL COUNTY, OREGON; THENCE ALONG THE SOUTHERLY AND WESTERLY BOUNDARIES OF SAID JANDINA SUBDIVISION, NORTH 78° 16' 22" WEST 170.50 FEET TO THE SOUTHWEST CORNER OF LOT 8, BLOCK 9; THENCE SOUTH 00° 01' 56" WEST 57.68 FEET TO THE SOUTHEAST CORNER OF LOT 5, BLOCK 9; THENCE NORTH 89° 58' 04" WEST 287.40 FEET TO THE SOUTHWEST CORNER OF LOT 4, BLOCK 9; THENCE NORTH 43° 56' 09" WEST 14.39 FEET TO THE SOUTHWEST CORNER OF TRACT G; THENCE NORTH 00° 05' 08" EAST 611.00 FEET TO AN ANGLE POINT ALONG THE WEST LINE OF TRACT E; THENCE NORTH 08° 21' 26" WEST 225.49 FEET TO THE SOUTHEAST CORNER OF TRACT I; THENCE NORTH 53° 09' 00" WEST 437.56 FEET TO THE SOUTHEAST CORNER OF THE PROPERTY DESCRIBED IN FILM VOLUME 232, PAGE 97, DEED RECORDS; THENCE NORTH 53° 09' 00" WEST 95.00 FEET; THENCE NORTH 36° 51' 00" EAST 240.00 FEET TO THE MOST NORTHERLY CORNER OF LOT 5, BLOCK 4 OF SAID JANDINA SUBDIVISION; THENCE NORTH 36° 49' 14" EAST 74.29 FEET TO THE MOST NORTHERLY CORNER OF LOT 4, BLOCK 4; THENCE NORTH 14° 19' 12" EAST 56.74 FEET TO THE SOUTHWEST CORNER OF LOT 2, BLOCK 4; THENCE NORTH 00° 28' 00" WEST 75.33 FEET TO THE NORTHWEST CORNER OF LOT 2, BLOCK 4; THENCE NORTH 89° 32' 00" EAST 20.00 FEET TO THE SOUTHWEST CORNER OF LOT 1, BLOCK 4; THENCE NORTH 00° 25' 36" WEST 125.03 FEET TO THE NORTHWEST CORNER OF LOT 1, BLOCK 4; THENCE NORTH 00° 39' 04" WEST 50.21 FEET TO THE SOUTHWEST CORNER OF LOT 1, BLOCK 3; THENCE NORTH 00° 23' 33" WEST 124.68 FEET TO THE NORTHWEST CORNER OF LOT 1, BLOCK 3; THENCE SOUTH 89° 34' 19" WEST 380.66 FEET TO THE POINT OF BEGINNING.

Norman D. Springer
 NORMAN D. SPRINGER, LS 1102

REGISTERED
 PROFESSIONAL
 LAND SURVEYOR

Norman D. Springer
 OREGON
 JULY 22, 1997
 NORMAN D. SPRINGER
 1102

SPRINGER SURVEYING
 P.O. BOX 1290
 McMINNVILLE, OREGON 97128
 PHONE: 472-1975

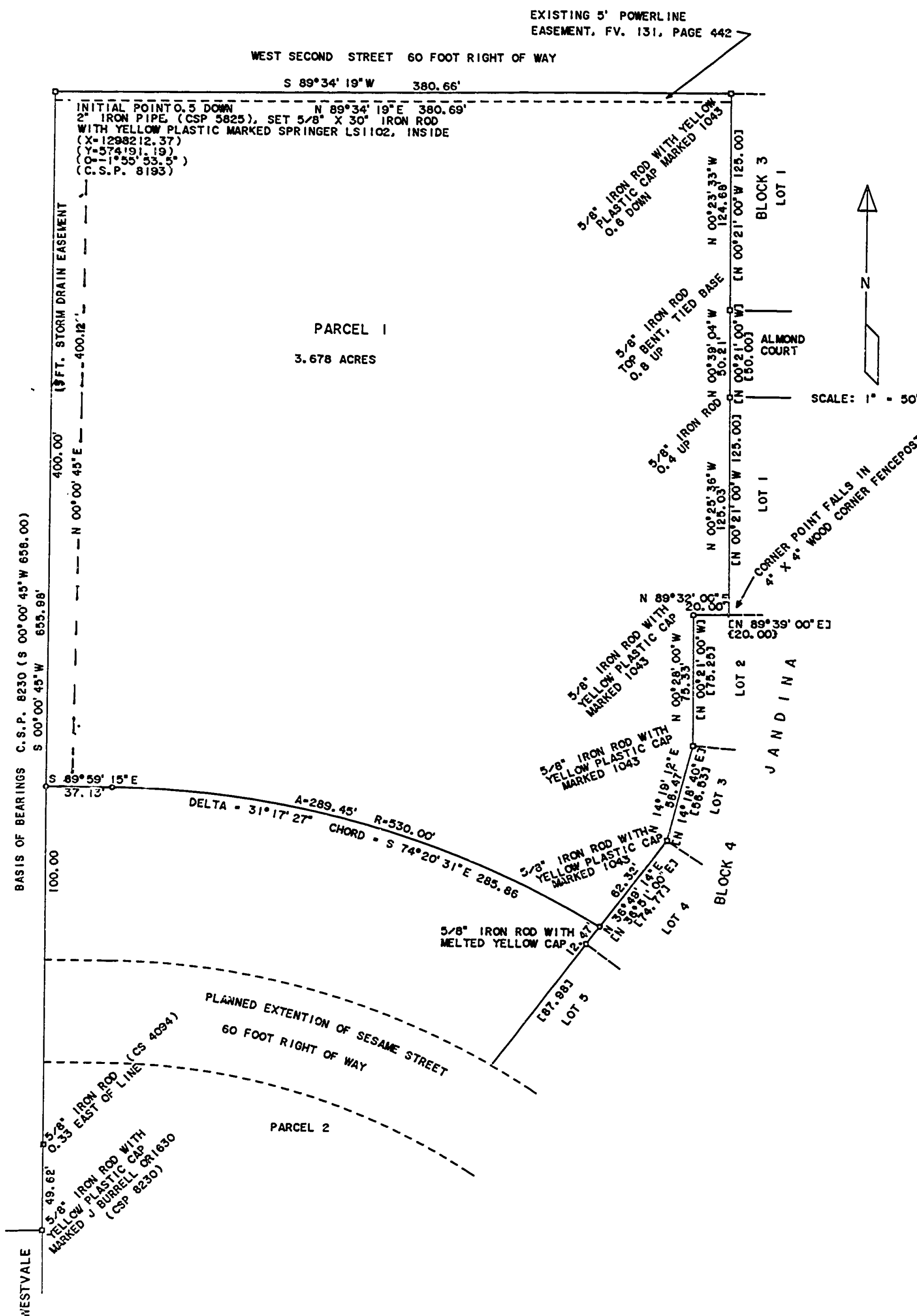


EXHIBIT 11

PROPERTY DESCRIPTION & ASSESSORS MAP

1992 MAR 13 PM 2:27

F 266P0720

EXHIBIT 19

WARRANTY DEED (Statutory Form)

GRANTOR:

GRANADA LAND COMPANY

CONVEYS AND WARRANTS TO

GRANTEE:

THE SALVATION ARMY

the following described real property free of encumbrances except as specifically set forth herein:

Parcel 1 of Partition Plat No. 92-07, recorded January 30, 1992, Film 3, Page 182 and 183, Record of Plats for Yamhill County, Oregon.

SUBJECT TO:

Easement as delineated or dedicated on the recorded plat for storm drain affecting the Westerly portion; Covenants, conditions and restrictions recorded October 24, 1979 in Film Volume 145, Page 591, Microfilm Records of Yamhill County, which were amended by instrument recorded March 25, 1984 in Film Volume 149, Page 556, Microfilm Records of Yamhill County, which were amended by instrument recorded January 30, 1992 in Film Volume 264, Page 1537, Microfilm Records, Yamhill County, Oregon.

4419-3400
 21-01079

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES.

The true and actual consideration for this transfer stated in terms of dollars is \$ 90,000.00

However, if the actual consideration consists of or includes other property or other value given or promised, such other property or value was part of the / the whole of the (indicate which) consideration.

If grantor is a corporation, this has been signed by authority of the Board of Directors.

Granada Land Company

GRANTOR: By Lawrence T. Epping

DATED: February 2, 1992

Until a change is requested, all tax statements shall be sent to the following address:

The Salvation Army, P.O. Box 765, McMinnville, OR 97128

STATE OF OREGON, County of Marion ss.

Date: February 2, 1992

Personally appeared the above named Lawrence T. Epping

and acknowledged the foregoing instrument to be his voluntary act and deed.

Before me:

Carolyn M. Orr
 CAROLYN M. ORR
 NOTARY PUBLIC - OREGON
 My Commission Expires 5-13-94

MY COMMISSION EXPIRES:

STATE OF OREGON, County of _____ ss.

Date: _____

Personally appeared _____, who being sworn, stated that he/she is the _____ of grantor corporation and that this instrument was voluntarily signed and sealed on behalf of the corporation. Before Me:

NOTARY PUBLIC FOR OREGON

MY COMMISSION EXPIRES:

(DON'T USE THIS SPACE:
 RESERVED FOR RECORDING
 COUNTY CLERK'S OFFICE (WHERE USED.)

I hereby certify that this instrument was received and duly recorded by me in Yamhill County records.

T. Fuller
 CHARLES STERN,
 COUNTY CLERK

NOTARY SEAL

NOTARY SEAL

AFTER RECORDING RETURN TO:

The Salvation Army
 P.O. Box 765
 McMinnville, OR 97128

K-70 8/91

Tax Account #4419-3400 (a portion of)

3-13-92



ASSESSMENT & TAX
CARTOGRAPHY

N.E.1/4 S.E.1/4 SEC. 19 T.4 S. R.4 W. W.M.
1"=100'

- Taxlot Boundary
- - - Historical Line
- /// Subdivision/Plat Boundary
- + RailRoad
- Water Body (Non TL Boundary)
- ... DLC Boundary
- ⊙ DLC Corner
- Tax Levy Code Boundary
- Map Index Boundary

CANCELLED TAXLOTS
14800

MAP DATE: 9/24/2025

This product is for Assessment and Taxation (A&T) purposes only and has not been prepared or is suitable for legal, engineering, surveying or any purposes other than assessment and taxation.



EXHIBIT 12

LEGAL DESCRIPTION

Legal Description

Parcel 1 of Partition Plat No. 92-07, recorded January 30, 1992, Film 3, Page 182 and 183, record of Plats for Yamhill County.

SUBJECT TO:

Easement as delineated or dedicated on the recorded plat for storm drain effecting the Westerly portion; Covenants, conditions and restrictions recorded October 24, 1979 in Film Volume 145, Page 591, Microfilm Records of Yamhill County, which are amended by instrument recorded March 25, 2984 in Film Volume 149, Page 556, Microfilm Records of Yamhill County, which were amended by instrument recorded January 30, 1992 in Film Volume 264, Page 1537, Microfilm Records, Yamhill County, Oregon.

EXHIBIT 13

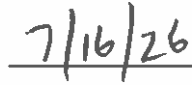
SIGNED STATEMENT OWNERSHIP

Signed Statement Ownership

The subject property located at N.E. ¼ S.E. ¼ Section 9, T.M. 4.4.19DA T. 4S, R. 4W, W.M. T.L. 14900, under ownership by The Salvation Army, a California corporation, is under option to purchase by Willamette Valley Wine Foundation – Mike McNally and Farmworker Housing Development Corporation – Maria Elena Guerra has consent to apply for a Planned Development, Zone Change, and Conditional Use applications for the property.



Mjr. Harold Laubach, Jr.



Date

EXHIBIT 14

NEIGHBORHOOD MEETING MATERIAL



WILLAMETTE VALLEY
WINE FOUNDATION



FHDC
A Home is Just the Beginning

April 1, 2026

RE: Neighborhood Meeting for Proposed Planned Development Amendment, Zone Change and Conditional Use

Dear Resident and/or Property Owner:

Willamette Valley Wine Foundation (WVWF) and Farmworker Housing Development Corporation (FHDC) are proposing to amend the Jandina Planned Development for the site at 1950 WW 2nd Street and to request the R-4 (Medium, High Density) Zone designation. FHDC is proposing to construct a 68-unit multifamily housing project called SW McMinnville Housing and Childcare Community in three buildings that are three-stories in height, with parking, landscaping and common outdoor space. WVWF is proposing to utilize the existing building on the site currently occupied by the Salvation Army as a Day Care Center. The property is shown on the attached map. The subject property is located south of NW 2nd Street and west of SW Filbert Street. It is identified by the Yamhill County Assessor as Tax Lot 14900 of Tax Map 4.4.19DA. The proposed development would be on approximately 3.68 acres (gross).

The purpose of the meeting is to provide a forum for the applicant and surrounding property owners/residents to review the Planned Development Amendment, proposed Zone Change, and Conditional Use to identify issues so that they may be considered before the land use applications are submitted to the City. This meeting gives you the opportunity to share any special information you know about the property involved. The project team will attempt to answer questions relevant to the McMinnville Zoning Ordinance Standards.

You are invited to attend a neighborhood meeting regarding the proposal:

Wednesday, April 22, 2026, at 6 p.m.
McMinnville Community Center, Room 203
600 NE Evans Street
McMinnville, OR 97128

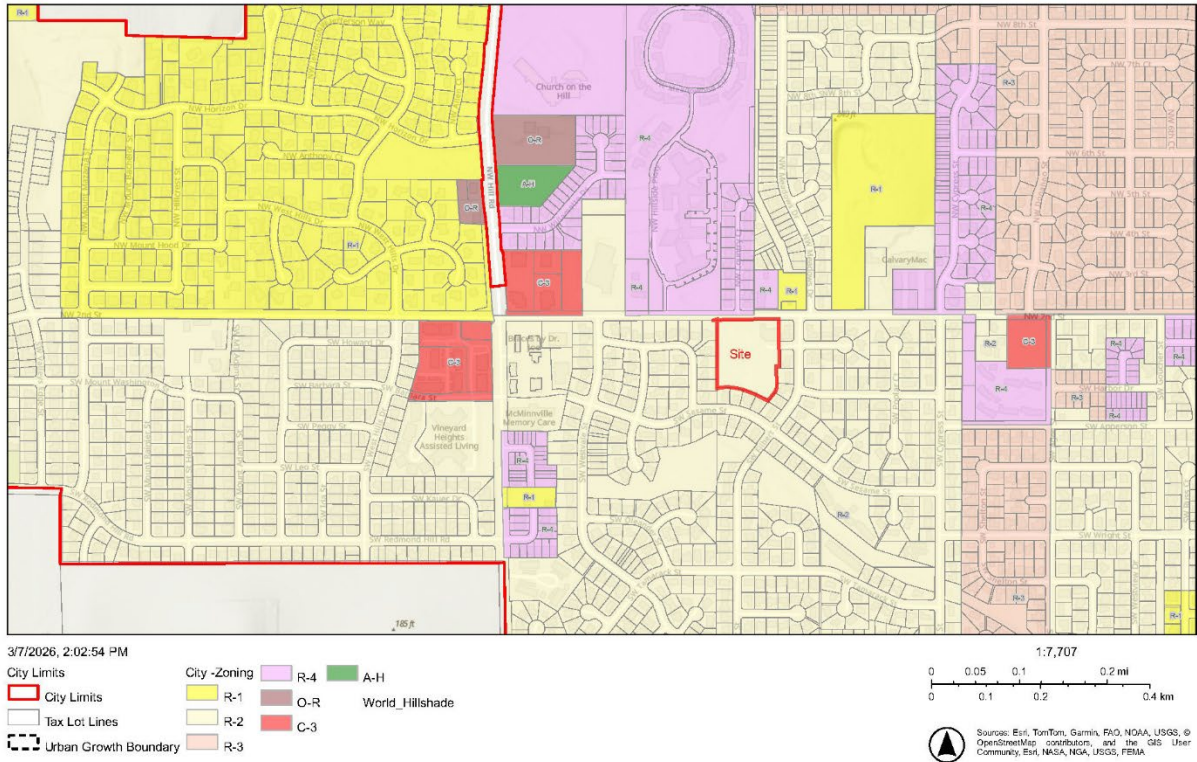
Please note this will be an informal meeting based on preliminary information and development plans. We look forward to discussing this proposal with you. Representatives of the project team look forward to discussing the proposal with the community. For additional information, please contact Mike McNally, WVWF Board Member and Secretary, at 503-550-2764 or mike@fairsingvineyard.com, or Doug Rux, Land Use Consultant, at 971-275-7781 or drux11@yahoo.com.

Sincerely,

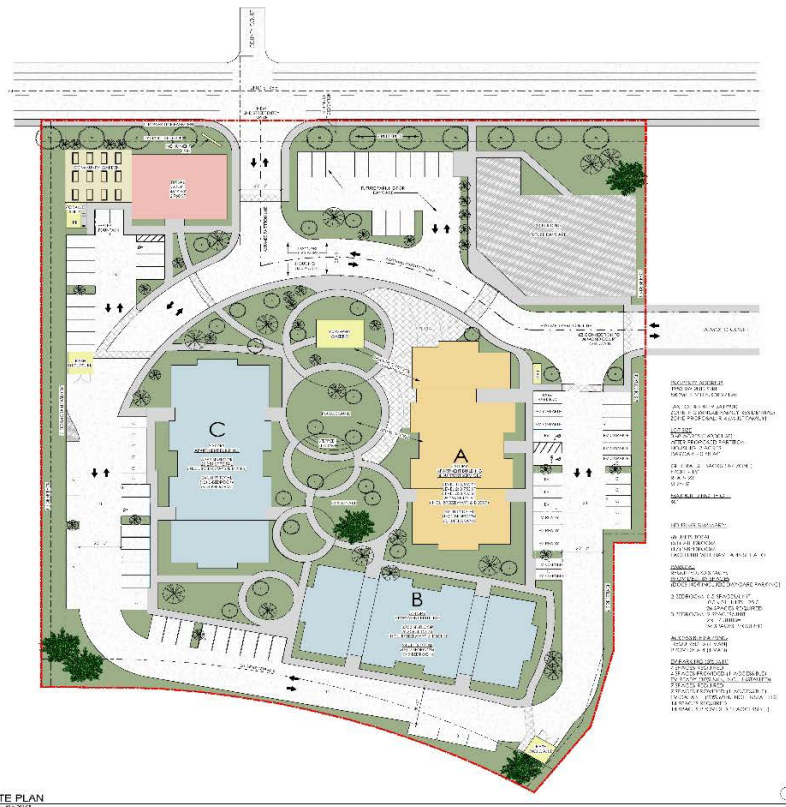
Mike McNally
Board Member, Foundation Secretary, WVWF

Maria Elena Guerra
Executive Director, FHDC

Vicinity Map



Conceptual Site Plan



McMinnville Affordable Housing

A1.0

1950 SW 2nd St Mailing List - 300 Ft. Buffer

OWNER 1	OWNER 2	OWNER 3	MAILING ADD	CITY	STATE	ZIP
1945 NW 2ND ST LLC			8628 SW RIVER BEND RD	MCMINNVILLE	OR	97128
ABDULLAH FATIN	NUIMEI MUZAHAM AL		221 SW FILBERT ST	MCMINNVILLE	OR	97128
ADAMS GREGORY S			1832 SW SESAME ST	MCMINNVILLE	OR	97128
ADAMS JANET A G			901 SE LARKSPUR PL	COLLEGE PLACE	WA	99324
ALFSEN SHEILA TRUSTEE	ALFSEN SHEILA TRUST		1670 SW SAGEBRUSH LN	DALLAS	OR	97338
ALLIGOOD MICHAEL	KAUER KERISA		437 NW MEADOWS DR	MCMINNVILLE	OR	97128
ALLIGOOD MICHAEL	KAUER KERISA		433 NW MEADOWS DR	MCMINNVILLE	OR	97128
BAKER LISA G			228 SW MANZANITA ST	MCMINNVILLE	OR	97128
BELL ANTHONY E & LILIAN A TRUSTEES FOR	BELL ANTHONY E & LILIAN A IRR LIV TRUST		PO BOX 1235	MCMINNVILLE	OR	97128
BELL GRACIELA			8511 NE TRAILWALK DR APT E1	BEAVERTON	OR	97006
BENNETT STEVEN M	BALDEWIN MITZI		247 SW MANZANITA ST	MCMINNVILLE	OR	97128
BLANKENSHIP HAROLD L	BLANKENSHIP ROXANNE L		1914 SW SESAME ST	MCMINNVILLE	OR	97128
BURDICK JACOB			224 NW MEADOWS DR	MCMINNVILLE	OR	97128
CHASTAIN LYNN D	CHASTAIN K'LYNN J		109 SW FILBERT ST	MCMINNVILLE	OR	97128
CISNEROS HECTOR M	CISNEROS MARIA O		246 SW HUCKLEBERRY DR	MCMINNVILLE	OR	97128
CNL PROPERTIES LLC			PO BOX 348	AMITY	OR	97101
COOLEY KEVIN L			1765 SW PINE ST	MCMINNVILLE	OR	97128
DAVIDSON KENNETH A JR			121 SW FILBERT ST	MCMINNVILLE	OR	97128
DIAZ VIRGINIA	DIAZ-GONZALEZ JOSE		230 SW HUCKLEBERRY DR	MCMINNVILLE	OR	97128
DIDEAR NOWELL TRUSTEE	DIDEAR ROSEMARY TRUSTEE	DIDEAR LIVING TRUST	1750 NE EVANS ST	MCMINNVILLE	OR	97128
DORRELL JON D			104 SW MANZANITA ST	MCMINNVILLE	OR	97128
EFRAIMSON DANIEL			3627 NW 27TH CIRCLE	CAMAS	WA	98607
FERGUS FAMILY LIVING TRUST	FERGUS TEENA C TRUSTEE		286 NW MEADOWS DR	MCMINNVILLE	OR	97128
GARRISON ROBERT M			279 NW COUNTRY CT	MCMINNVILLE	OR	97128
GRIFFIN FAMILY TRUST	GRIFFIN TOMMY L TRUSTEE	GRIFFIN CHERYL P TRUSTEE	8118 SW 42ND AVE	PORTLAND	OR	97219
HAUN ALBERT B & DONNA S REVOC FAMILY T	HAUN ALBERT B CO-TRUSTEE	HAUN DONNA S CO-TRUSTEE	612 6TH ST	BOONVILLE	MO	65233
HEINONEN DEBRA M			131 SW FILBERT ST	MCMINNVILLE	OR	97128
HENGHEOLD JOSEPH G	HENGHEOLD TAMI J		252 SW MANZANITA ST	MCMINNVILLE	OR	97128
HERNANDEZ BONIFACIO SOLIS 1/2 &	MADRIGAL NOLASCO MELCHOR &	MADRIGAL MARIA 1/2	1814 SW ALMOND CT	MCMINNVILLE	OR	97128
HERNANDEZ TEOFILA R			254 NW COUNTRY CT	MCMINNVILLE	OR	97128
HG HILLSIDE LLC			1900 HUNTINGTON DR	DUARTE	CA	91010
HIGGINBOTHAM JUDITH P			1877 SW SESAME ST	MCMINNVILLE	OR	97128
HPA II BORROWER 2020-1 ML LLC			120 S RIVERSIDE PLAZA STE 200	CHICAGO	IL	60606
JOHNSON BRIAN W	JOHNSON IRMALEE	JOHNSON TODD R	242 SW MANZANITA ST	MCMINNVILLE	OR	97128
JOHNSON JASON			11420 NW MOORES VALLEY RD	YAMHILL	OR	97148
KOSSMAN STEVEN E &	KOSSMAN LINDA C		252 NW MEADOWS DR	MCMINNVILLE	OR	97128
LAUGHLIN FAMILY TRUST	LAUGHLIN CHARLES J CO-TRUSTEE	LAUGHLIN DEBRA L CO-TRUSTEE	231 SW MANZANITA ST	MCMINNVILLE	OR	97128
LEGGETT JENNIFER			1903 SW SESAME ST	MCMINNVILLE	OR	97128
LOYA BRENDA J			429 NW MEADOWS DR	MCMINNVILLE	OR	97128
MACDONALD THOMAS D	MACDONALD NANCY G		1845 SW SESAME ST	MCMINNVILLE	OR	97128
MANYRAT SENGPHETH			13231 SE 139TH AVE	HAPPY VALLEY	OR	97086
MARTINEZ ALFONSO M	MARTINEZ ANGELICA M		1961 SW MANZANITA ST	MCMINNVILLE	OR	97128
MCMINNVILLE CITY OF			231 NE 5TH ST	MCMINNVILLE	OR	97128
MCTIGUE DENNIS P CO-TRUSTEES	MCTIGUE ROBIN S CO-TRUSTEES	MCTIGUE FAMILY TRUST	1959 SW SESAME ST	MCMINNVILLE	OR	97128
MUSHATT SHANNON M			1764 SW ALMOND CT	MCMINNVILLE	OR	97128
MYERS CHRISTINA A			1831 SW SESAME ST	MCMINNVILLE	OR	97128
OGSAEN RAUL O	OGSAEN LAURIE A		1940 SW SESAME ST	MCMINNVILLE	OR	97128
OMAR'S MEDITERRANEAN GRILL LLC			1940 SW SESAME ST	MCMINNVILLE	OR	97128
OSBON FAMILY TRUST	OSBON GARY S CO-TRUSTEE	OSBON SHARON E CO-TRUSTEE	128 SW FILBERT ST	MCMINNVILLE	OR	97128
PANTOJA ELSA O			1825 SW SESAME ST	MCMINNVILLE	OR	97128
PARKER WILLIAM M			104 SW FILBERT ST	MCMINNVILLE	OR	97128
PHAM MAI THU	PHAM MINH TUYET		13823 SE EASTRIDGE ST	PORTLAND	OR	97236
PONCE JUAN S G	JASSO MARIA G R		220 NW COUNTRY CT	MCMINNVILLE	OR	97128
RAMSEY BRIAN K	RAMSEY PAMELA D		232 SW FILBERT ST	MCMINNVILLE	OR	97128
ROMERO JOSE G TRUJILLO	TRUJILLO EDEN O		280 NW COUNTRY CT	MCMINNVILLE	OR	97128
RUSSELL ERIC D	RUSSELL CARMEN E		199 NW MT MAZAMA ST	MCMINNVILLE	OR	97128
SCHROEDER JARED M &	SCHROEDER KENYA M		1762 SW PINE ST	MCMINNVILLE	OR	97128
SMITH MICHAEL D	SMITH KATHERINE	SMITH LISA N	271 SW MANZANITA ST	MCMINNVILLE	OR	97128
STADELI GREGORY J	STADELI SUSAN J		1856 SW SESAME ST	MCMINNVILLE	OR	97128
STAHL CHELSEA E	CARSON JANET G		1975 SW SESAME ST	MCMINNVILLE	OR	97128
STEELE-SALINAS BRENDA G &	STEELE-SALINAS VICTORIA M		276 SW MANZANITA ST	MCMINNVILLE	OR	97128
STEPHENS KEVIN C			1947 SW MANZANITA ST	MCMINNVILLE	OR	97128
STEPHENS MICHAEL H	STEPHENS FAWN E	STEPHENS MARY K	1802 SW PINE ST	MCMINNVILLE	OR	97128
SUSMILCH GREG	SUSMILCH SUE		1982 SW MANZANITA ST	MCMINNVILLE	OR	97128
TRIBUTARY PROPERTIES LLC			408 SE 1ST ST	MCMINNVILLE	OR	97128
VERDUZCO SALVADOR	VERDUZCO ROSA		1821 SW SESAME ST	MCMINNVILLE	OR	97128
VORRATH ROLAND E H & MARILYN K RLT			1954 SW SESAME ST	MCMINNVILLE	OR	97128
VOUGHT MARY F &	VOUGHT TROY K		219 SW MANZANITA ST	MCMINNVILLE	OR	97128
WALKER JOAN T	WALKER RICHARD L		1034 BEAR CREEK PT	MANSFIELD	GA	30055
McMinnville Planning Department			231 NE Fifth Street	MCMINNVILLE	OR	97128

NEIGHBORHOOD MEETING

Future Land Use Application:

Planned Development Amendment, Zone Change to R-4 (Medium, High Density zone), and Conditional Use to accommodate a 68-unit multi-family development and Child Care Center

DATE: April 22, 2026

TIME: 6:00 p.m.

Meeting Location:

McMinnville Community Center, Room 203
600 NE Evans Street

Contact Name: Mike McNally
Contact Number: 503-550-2764

Per Request of Section 17.72.095 of
McMinnville City Code Requirements



NEIGHBORHOOD MEETING

Future Land Use Application:

Planned Development Amendment, Zone Change to
H-4 (Medium, High Density zone), and Conditional Use
to accommodate a 98-unit multi-family development and
Child Care Center

DATE: April 22, 2026

TIME: 6:00 p.m.

Meeting Location:

McMinnville Community Center, Room 203
600 NE Evans Street

Contact Name: Mike McRoy

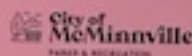
Contact Number: 503-500-2761

See Request at location 1500 west of
McMinnville City Public Works

FITNESS CLASS
PARTICIPANTS

Please check in
at the front desk

Thank you!



Wednesday
April 22

- ★ Yoga for active living: 5:30, 201
- ★ Step 3 Pump: 6:45-7:30, B-6
- ★ NW McMinnville Housing and Childcare: Room 203, upstairs

Gymnastics → Rm 102

Doors open 5 minutes before Class

NEIGHBORHOOD MEETING NOTICE

SW McMinnville Housing and
Childcare Community

Wednesday, April 22, 2026, at 6:00 p.m.

McMinnville Community Center

Room 203

600 NE Evans Street

McMinnville, OR 97128

Open to the public, anyone is invited to attend

NEIGHBORHOOD MEETING AGENDA

1. Doug – General introduction and purpose of Neighborhood Meeting
2. Mike – Mission of WVWF and vision for project
3. Carmen – Mission of FHDC and vision for project
4. Yuko – Mino Architecture role
5. Julie – Introduction and role
6. Doug –
 - a) Overview of project (Apartments/Child Care Center)
 - b) Planned Development Amendment
 - c) Zone Change
 - d) Conditional Use
 - e) City review process – Planning Commission/City Council
 - f) Public participation opportunities
7. Questions and Answers (all)
8. Doug – Closing comments

Materials

Doug – Sign to post on building entrance, sign-in sheets, pens, comment sheets, easels (3),
copies of Conceptual Site Plan
Yuko – Conceptual Site Plan and Building Elevation(s) on foam core boards
Julie – Note pad and recording device
Mike – Business cards
Carmen – Business cards



PROPOSED SITE PLAN

SCALE: 1" = 15'



SW MCMINNVILLE HOUSING & CHILDCARE COMMUNITY

1950 SW 2ND STREET
MCMINNVILLE, OR 97128



WILLAMETTE VALLEY
WINE FOUNDATION



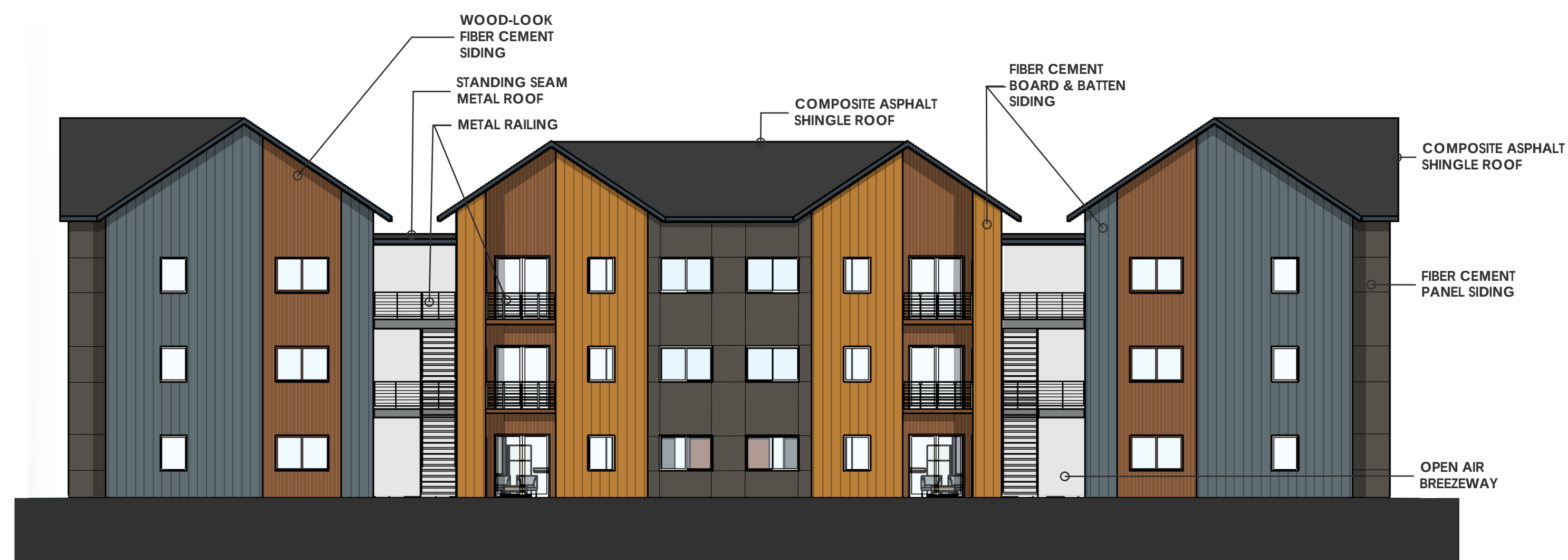
FARMWORKER
HOUSING
DEVELOPMENT CORPORATION



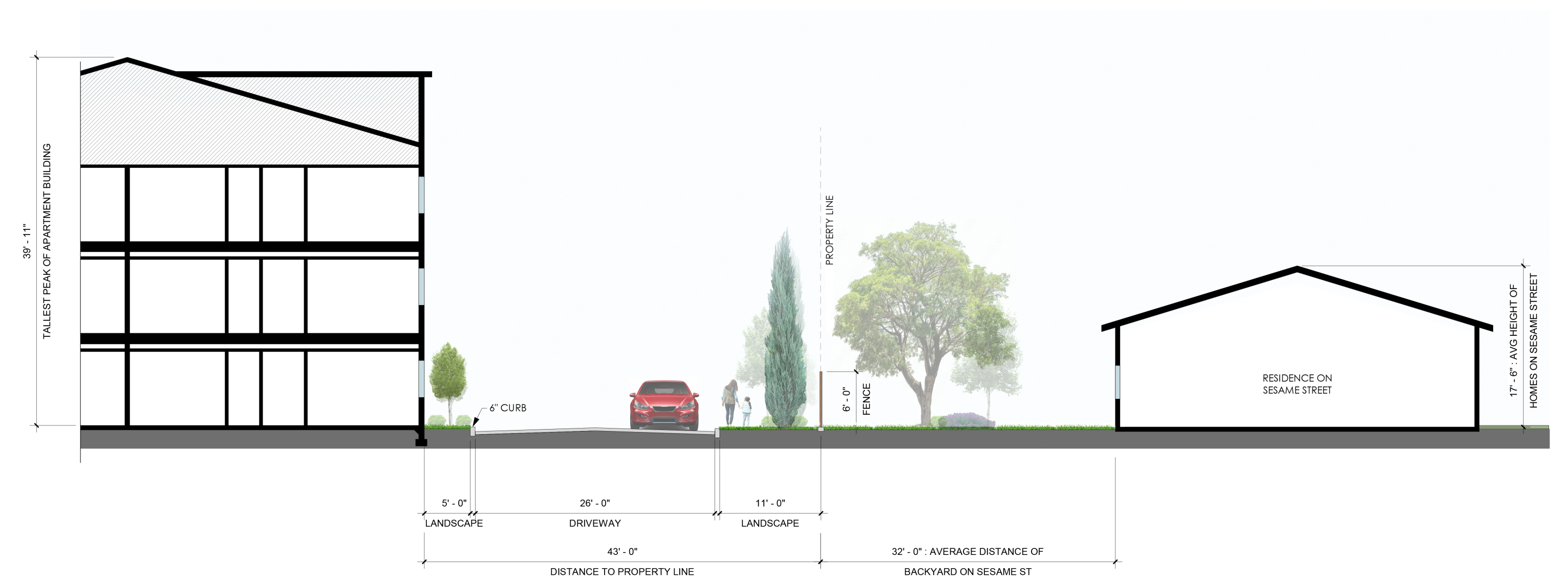
YUKO
MINO
ARCHITECTURE



VIEW INTO COURTYARD



APARTMENT BUILDING ELEVATION



SITE SECTION ALONG SOUTH PROPERTY LINE

SW McMinnville Housing and Childcare Community Neighborhood Meeting Summary

April 22, 2026

6pm | McMinnville Community Center, Room 203, 600 NE Evans Street

Attendees: roughly 35

Welcome and overview from Doug Rux

Introductions

Mike McNally (Willamette Valley Wine Foundation - WVWF)

- Property development is contingent on due-diligence process.
- We're in investigative phase of project.
- Designs are conceptual based on further investigations and contingent on funding.
- Working through months-long process.
- Vision = workforce housing community.
- McMinnville needs more housing; many citizens are rent-burdened.

Carmen Fernandez (Farmworker Housing Development Corporation - FHDC) -

- Two new construction projects + 48-unit rehab.
- Other projects in progress.
- One of only developers to have in-house property management.
 - All property managers work through EVOLVE (associated with FHDC).

Yuko Mino - Mino Architecture

- Intention to build as far from property lines as possible.
- Landscaping built at least 5-foot buffer.
 - Site-obscuring trees.
- Pacific Northwest architecture .
- Three-story walkups.
- Community Space.
 - Heart of site (playground, etc.).
 - Futsal court.
 - Roof + fencing (that cannot be climbed).
 - Can be used for other sports.
 - Community garden.

Julie Dalrymple – WVWF

- Executive Director and Mike did a good job on background of the organization.

Process (Doug)

- City pre-application meeting provided feedback that requires revisions to Conceptual Plan.:
 - ie: adding two road access points, fire access, development process requirements.
- Neighborhood meeting:
 - Mailing list provided from the city (properties within 300 feet, sent to property owners).
 - Comments received tonight will be taken into consideration as we prepare and submit applications to the city.
 - Doug explained process for city approval.
 - Three applications:
 - Planned Development Amendment (for Jandina Development reverting back to housing for this site).
 - Zone Change to R4 (allows apartments).
 - Conditional Use.
 - Community will have other opportunities to provide comments:
 - Public hearing before Planning Commission.
 - Opportunity to provide written comments to city.
 - Can also attend Planning Commission public hearing and testify.
 - City Council review or may also have public hearing.
 - Partition the site into two parcels requires another application.
 - Internal review process in city:
 - Landscaping.
 - Building permits.
 - Public Improvement Permits.
 - Site Plan review.
- There are other multi-family projects in the Jandina Planned Development:
 - Four multi-family projects (Cypress Street, Sesame Street, Tamarack Street and Fellows Street). The Planned Development originally allowed single-family, duplexes, triplexes, quadplexes, and multi-family.

QUESTIONS

How big is FHDC/Evolve staff?

- Carmen - FHDC will add two new staff at this property (onsite manager and part-time maintenance staff).
- Carmen - Currently 35 staff.

Is property within city limits?

- Doug - Yes, the red line on the map identifying the property was explained.

What made you decide on this location?

- Mike/Carmen - WVWF brought site to FHDC:
 - This site meets requirements for affordable housing (transportation, services, etc.).
 - Accessibility is key in this property.

Who is this project intended for?

- Carmen - Workforce housing (60% of AMI, roughly \$75,000 family income).

Who will own property?

- Carmen/Mike - FHDC will own the multi-family portion of the property with investors. WVWF will own the site for the Child Care Center.

Does the zone change affect our taxes?

Doug - No.

Is stormwater runoff considered landscaping or part of greater process?

- Yuko - Going from field to hardscaping.
- Yuko - Civil engineer and city to review stormwater system.
- Yuko - There are requirements to capture stormwater runoff:
 - Underground stormwater chambers to reroute water.
 - Above ground landscaping to mediate runoff.
 - Rain gardens are not considered landscaping.

What about walking path and stormwater ditch?

- Yuko/Doug - Both will remain, not within our property boundaries.

Will our property value decrease/increase?

- Doug - That is not in the city evaluation criteria.

68 units proposed - looks like fewer parking spaces?

- Yuko - One parking space for each unit, does not include childcare center.
- Yuko - We are meeting city requirements, but will consider adding additional spaces.

Concern about three-story units looking into residential backyards, can these be two-story?

- Carmen - Unfeasible for FHDC financially.

Can trees be tall enough to provide privacy to residents?

- Yuko - This is all being considered.
- Yuko - Will try best to make the least amount of impact.

What about the impact of traffic on Second? Traffic is a challenge now.

- Doug - This is in process of being evaluated. The city is reviewing a proposed scope of work, and we are waiting for a response.

What's the realistic open date for this?

- Carmen - Ballpark = 2028 construction, 2030 complete.

Why did you choose this property as opposed to open lot on Agee?

- Doug - think that location is zoned commercial.
- Carmen - does not have driveway access; would cost to build roads.
- Mike - that property is not for sale.

Why did Salvation Army sell to you?

- Mike - They were looking to sell to entity that had social cause in mind.
- Mike - Balance best value of appraisal with cause-minded business.

Do people really want/need more apartments?

- Carmen - FHDC creates communities for families and works to help residents get single-family homes.
- Carmen - Funding is not available to make single-family homes available.

- Mike - Land is limited with constraint in urban growth boundary.

Is this Section 8 housing

- Carmen – No, not specifically, it will depend on funding sources and FHDC will follow all fair housing regulations.

This is the wrong place for this community.

- Doug - McMinnville has done a housing needs analysis and wants multi-family housing in certain areas:
 - Transit.
 - School proximity.
 - Park proximity.
 - Street classification.
- Carmen - All new multi-family housing has to fit in these parameters to meet state funding requirements.
- This site would be zoned correctly and meets parameters.

How will schools be impacted? They are already impacted. We don't want to have our taxes increased to accommodate new students.

- Doug - The school district will have the ability to weigh in on our proposal.

Will you need to increase size of sewer main?

- Doug - Current sewer system can accommodate 68 new units with no upgrades needed based on feedback from the city.
- Doug - Other infrastructure improvements will be analyzed.

Will daycare be in the existing Salvation Army building?

- Doug - Yes, with interior updates, no building expansion.
- Doug - Change parking and landscaping layout.
- Doug - Add playground on north side of building with security fencing.

Who will run childcare?

- Mike - Still conceptual but will be run by a partner of WVWF.
- Mike - We will find the best childcare developer/operator.

Will daycare be open to anyone?

- Doug - Estimate 15 spots for residents of the apartments.

- Doug - Others will be open to community.
- Doug - Max 50 students to be modeled for traffic impact.

Will someone be on property all the time?

- Carmen - Yes, site manager will be on property at all hours and will live there.
- Carmen - Resident services programs run year-round.
- Carmene - Active community and very responsive.

What is the unit size?

- Yuko - Most will be two bedroom (51); some three bedroom (17).
- Yuko - Approx 1,000 - 1,200 square feet.

Will units have decks?

- Carmen - Still under consideration.
- Carmen - City may require them; awaiting notification.

How bright will lights be in parking area?

- Doug - Still under consideration.
- Doug - Depends on city requirements.

Can you provide information on other properties being developed by FHDC?

- Carmen - All details are on our website, including addresses, fhdc.org

How has reception been in other cities?

- Carmen - Varies depending on community and city partnership.

Why are you developing in McMinnville when you've been in other cities exclusively?

- Carmen - Trusted partnership with WVWF.

Is there fencing all the way around the apartments?

- Yuko - Yes, there is existing fencing.
- Yuko - Will replace if necessary.
- Yuko - City of McMinnville may require 6-foot privacy fence around property.

Are any other properties within residential areas? Do you have studies of impact?

- Carmen - No studies available as FHDC is nonprofit organization and does not have funding for post-building studies.

Since childcare center will be on site, there will be no registered sex offenders nearby?

- Carmen – No registered offenders allowed.

Will the buildings be seismically evaluated?

- Yuko – Yes, a structural engineer will design the buildings accordingly to meet seismic requirements.

Are all units just for rent?

- Doug - Yes, all units are for rent.

Who do we contact at the city about this?

- Doug - Contact the Planning Department

What if there is graffiti on the fence surrounding the property?

- Carmen - FHDC takes pride in property and will keep it clean and safe.

Will you do a habitat study? What about habitat for frogs?

- Carmen - Wetland habitat studies are required, will be part of development proposal.

Will there be a catch basin?

- Yuko - Depends on site layout when reports return.

Will more people bring more garbage to the streets and more crime?

- Carmen - FHDC will clean up trash and have very strict policies for our property.

When do comments need to be submitted?

- Email to Doug within a week.
- Doug - There will be other opportunities to comment for Planning Commission and City Council reviews.

When are you submitting application?

- Doug - Beginning of June targeted; planning staff to determine within 30 days if complete; if complete, soonest public hearing can be held is 55 days after application complete. Planning Commission may be at the end of August/Sept.
- Carmen - Need many other things done first.

Attachments: 1. Written Comments

drux11@yahoo.com

From: Janet Adams <janetontheisland@hotmail.com>
Sent: Tuesday, March 31, 2026 10:14 AM
To: mike@fairsingvineyard.com; drux11@yahoo.com
Subject: 2nd Street Planned Development - Hurrah!

Hello Mike & Doug,

Just received Mike and Elena's letter. I own the homes at 221 and 255 NW Country Court, immediately across the street from the proposed housing and childcare development. Although I live in the Walla Walla area now, I lived at 255 for 13 years and hope to move back to that house when I retire in a few years.

I am 100% in favor of the updated zoning designation for the construction of the proposed community and services. Since I live in Walla Walla, unfortunately I won't be able to attend the neighborhood meeting on April 22nd. **Might there be a Zoom option or other way to participate?**

The initial overview on the back of the letter looks lovely. With a closer look at what each of the spaces is intended for, I think I may have some input for you to consider and some insight into the questions and concerns other neighbors might have. **Any chance you could share a larger version of the conceptual plan?**

In Support,

Janet Adams
901 SE Larkspur Pl
College Place, WA 99362
971.241.9593

From: Janet Adams <janetontheisland@hotmail.com>
Sent: Tuesday, March 31, 2026 2:38 PM
To: drux11@yahoo.com; mike@fairsingvineyard.com
Subject: Re: 2nd Street Planned Development - Hurrah!

Looks like a really thoughtfully planned community. Affordable housing and childcare are so desperately needed in McMinnville. I'm thrilled to see it being built in such a perfect location near schools, bus lines, parks and the linear pathway.

A few thoughts...

- Making the turn from Country Court onto Second Street is already really tough during early morning and late afternoon "rush" hours. Please consider moving the Second Street entrance directly across from Country Court (not offset) and requesting that the City install an actuated traffic signal at that intersection.
- Lots of walkers and bikers cross Second street from the path on the west side of the property on their way up Country Court and onto the bike path. Please consider requesting that the City install a push-button crosswalk at that location, preferably on the west side of the Country Court intersection so drivers have a bit more stopping distance after cresting the hill just west of Cypress.
- I believe a futsal court (great idea!) entails having a high perimeter fence. Please select a fencing material that's less obtrusive and industrial and feels more residential -- black vinyl chain link rather than galvanized.
- Although difficult to tell with a 2D design, it looks like the scale of the entrances leading into the community will make it feel approachable and connected with surrounding neighborhoods. Please do what you can to encourage connection and interaction between the new housing and current neighborhoods. Since kids are naturally good at building social bridges for themselves and their parents, make it easy for them to connect with their classmates living in nearby neighborhoods.
- When landscaping, please consider taking the opportunity to naturalize the creek riparian area that runs along the bike path. This could be a lovely place for environmental education activities for the childcare program and a natural spot for kids to explore.

Thank you for the opportunity to share my input. If you have any questions or could use a community member to speak/write in favor of the project, please feel free to reach out. Good luck and best wishes on this wonderful project!

Janet Adams

From: drux11@yahoo.com <drux11@yahoo.com>
Sent: Tuesday, March 31, 2026 11:11 AM
To: 'Janet Adams' <janetontheisland@hotmail.com>; mike@fairsingvineyard.com <mike@fairsingvineyard.com>
Subject: RE: 2nd Street Planned Development - Hurrah!

Comments on Planned Development Amendment, Zone Change, and Conditional Use
1950 SW 2nd, McMinnville, OR

Janet Adams email exchange with Mike & Doug 3/31/26

Re: 2nd Street Planned Development – Hurrah!

Looks like a really thoughtfully planned community. Affordable housing and childcare are so desperately needed in McMinnville. I'm thrilled to see it being built in such a perfect location near schools, bus lines, parks and the linear pathway.

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Thank you for the opportunity to share my input. If you have any questions or could use a community member to speak/write in favor of the project, please feel free to reach out. Good luck and best wishes on this wonderful project!

Donna Haun – 200 SW Manzanita in West Vale Phone conversation with Mike 4/8/26
660-537-4286

Donna lives in Missouri and owns the home her son lives in

- Your letter states 1950 WW 2nd not SW Second, but I knew what you meant.
- Donna did not see the map on the reverse side
- Q. What is current zoning, A. R2
- Q. Who is applicant, A. WVWF

- Q. What are McMinnville's Zoning Ordinance Standards, A. See City website
- What is the Jandina Planned Development, A. Provide a brief history of development
- She would like to see a culvert on the east side rather than an open stormwater ditch. Her house is the only one where their gutters drain into the ditch. She is concerned about safety and has discussed with "Dave" at the City.
- She would like to see a crosswalk at Meadows/Filbert and SW 2nd. There is a City Bus Stop at the location. The multiple manhole covers may be a problem.
- Your proposed development makes sense. It is better to infill housing into existing neighborhoods.

COMMENTS – PLANNED DEVELOPMENT AMENDMENT/ZONE CHANGE/CONDITIONAL USE
4/22/2026

Planned Development Amendment/Zone Change/Conditional Use

Great concerns for enough parking.
Also concerns for existing 1 story
homes to have 3 story structures
overshadowing their homes.

Name: Roxanne Blankenship

Address: 1914 Sesame

Phone: 503-435-9803

Email: blankfam78@gmail.com

COMMENTS - PLANNED DEVELOPMENT AMENDMENT/ZONE CHANGE/CONDITIONAL USE
4/22/2026

Planned Development Amendment/Zone Change/Conditional Use

1 car per apt will make NO parking on side Streets for home owners. Apt peeps will have to find parking on side Streets.

3 Story bldgs will mean we no longer have privacy in ~~our~~ back yards.

Traffic concerns on 2nd Street, it is already a very busy road.

Name: Brenda Steele - Salinas

Address: 274 SW Manzanita St

Phone: 503 434 0956

Email: brendasteel69@gmail.com

COMMENTS – PLANNED DEVELOPMENT AMENDMENT/ZONE CHANGE/CONDITIONAL USE
4/22/2026

Planned Development Amendment/Zone Change/Conditional Use

Can you construct the units with balconies
on the inside of the complex - not on the
side facing the existing properties

Study needs to be done on critter habitat.

Name: _____

Address: _____

Phone: _____

Email: _____

From: Mike McNally <mike@fairsingvineyard.com>
Sent: Friday, April 17, 2026 1:20 PM
To: Doug Rux; Carmen Fernandez
Subject: Fwd: Jardina Planned Development for 1950 W 2nd Street.

FYI

Begin forwarded message:

From: Donna Haun <donnashaun@sbcglobal.net>
Subject: **Jardina Planned Development for 1950 W 2nd Street.**
Date: April 17, 2026 at 1:16:40 PM PDT
To: <mike@fairsingvineyard.com>

Mike,

Thanks for letting me "bend your ear" last week. I've since chatted with a Manzanita Street neighbor who says a group from there will be attending the April 22 meeting. Believe they will well represent many of our concerns.

One thing she mentioned that I did not think of was why to leave the waterway on the west side open rather than in a culvert. She called it a stream whereas I thought just stormwater drainage. She then mentioned a tall barrier along west side of development, that would discourage trash into the water and graffiti on our existing fences, both already occasional problems.

Here are other possible issues that I'm sure others will also mention:

Parking: Presume city has strict requirements as to number of spaces and how many are handicapped. Manzanita is positioned to not be affected, however Filbert and Almond Court may get overflow.

School Bus Traffic: Perhaps bus already stops on Filbert near Almond Court.

More pedestrian traffic across 2nd at Meadows/Filbert:

Since there are bus stops near by on both sides of 2nd and presuming the development clientele would be using bus system, would be more convenient to ride from there, and even better to have some kind of marked official 2nd Street crossing, as currently and not unexpectedly traffic there is a little speedy.

Lastly, conceptual site plan on back of your April 1 letter too small, print too fine. Can you send a link that I could open on my computer since can't attend meeting,

Thanks for listening yet again. I'll be in McMinnville July through September so perhaps we'll meet at a subsequent review

Donna S Haun
Owner of 200 SW Manzanita St, McMinnville, OR.

[Sent from AT&T Yahoo Mail for iPad](#)

drux11@yahoo.com

From: DENISE MURPHY <zembal@me.com>
Sent: Thursday, April 23, 2026 2:16 PM
To: drux11@yahoo.com
Subject: PS re Public Hearing Comments re Willamette Valley Wine Foundation/ McMinnville Affordable Housing Proposal

I listen to City Council and school board hearings.....another argument FOR the project is that school enrollments are down in the district - not because people are moving away, but because they are having fewer children according to the McMinnville school district's analysis. The decrease in students is having a negative impact on budget projections. The impact of additional school age children in the district would thus be a positive not a negative as some last night suggested. I also forgot to mention the daycare center could be a positive benefit to employees at Hillside. We currently have about 150 employees, which I also neglected to mention. Your future research will bear this out, but the school district findings are another point you should be able to cite.

On Apr 23, 2026, at 12:20 PM, drux11@yahoo.com wrote:

Denise,

Thank you for the comments.

Doug Rux, AICP
The Rux Group, LLC

From: DENISE MURPHY <zembal@me.com>
Sent: Thursday, April 23, 2026 11:08 AM
To: drux11@yahoo.com
Cc: Stephanie Cook <stephanie.cook@humangood.org>; Gonzales Debby <Debby.Gonzales@HumanGood.org>
Subject: Public Hearing Comments re Willamette Valley Wine Foundation/ McMinnville Affordable Housing Proposal

TO: Doug R. Rux, Managing Member, The Rux Group LLC

I attended the public hearing on April 22, regarding the potential purchase and development of the Salvation Army property on 2nd Street in McMinnville. I heard nothing concerning in the presentation last night and in fact am supportive of the proposal of the **Willamette Valley Wine Foundation (WVWF)** to purchase the property in partnership with the **Farmworker Housing Development Corporation (FHDC)** to build 68 affordable housing apartments and a child care center.

I reside across the street from the subject property along with approximately 300 other seniors, at Hillside Retirement Community. I am considered a tenant as the Hillside property is owned by HumanGood which is physically based in Duarte,

cc: Stephanie Cook, Executive Director, HumanGood - Hillside Retirement Community
Debbie Gonzales, Vice President of Operations - HumanGood

From: DENISE MURPHY <zembal@me.com>
Sent: Thursday, April 23, 2026 11:08 AM
To: drux11@yahoo.com
Cc: Stephanie Cook; Gonzales Debby
Subject: Public Hearing Comments re Willamette Valley Wine Foundation/ McMinnville Affordable Housing Proposal

TO: Doug R. Rux, Managing Member, The Rux Group LLC

I attended the public hearing on April 22, regarding the potential purchase and development of the Salvation Army property on 2nd Street in McMinnville. I heard nothing concerning in the presentation last night and in fact am supportive of the proposal of the **Willamette Valley Wine Foundation (WVWF)** to purchase the property in partnership with the **Farmworker Housing Development Corporation (FHDC)** to build 68 affordable housing apartments and a child care center.

I reside across the street from the subject property along with approximately 300 other seniors, at Hillside Retirement Community. I am considered a tenant as the Hillside property is owned by HumanGood which is physically based in Duarte, California. Unfortunately, I will not receive notices of future hearings since I am not the property owner.

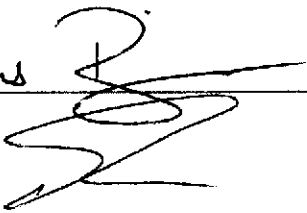
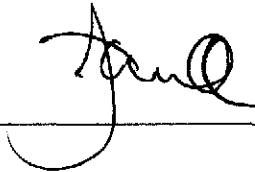
Nonetheless, I was favorably impressed that -

- ** increased traffic will not impede my ability to access 2nd Street from Hillside
- ** the affordable housing will continue to be operated by the developer with onsite administrative staff and maintenance personnel long after the units are constructed
- ** this addition could provide an additional housing option for staff or potential staff at Hillside and assist us in employee recruitment. Many of McMinnville's employees can not afford the current rents in McMinnville which means they live out of town and commute here. These units could be attractive to your future qualifying tenants who either currently work for Hillside or potentially will want to work in a senior living community in occupations ranging from dining services, health care, housekeeping and facility management.
- ** the child daycare component would preclude any convicted sex offenders living at the property - something that is not a guarantee with any of the other neighborhoods surrounding the Salvation Army property and would certainly not be a guarantee if a different buyer purchased the property.
- ** the current proposed design of the property is attractive with the actual housing set back from 2nd Street. I appreciate the variety of community spaces that are planned such as the fusel court, the community garden, green spaces and parking.
- ** although not mentioned at the hearing, potential tenants would have additional street parking available on 2nd Street's north side, albeit it is across the street from your development. That section is currently designated as such on the road in addition to the bike lane, but no one utilizes that section of 2nd Street for parking because there are no businesses on that section of 2nd Street.
- **my research into WVWF and FHDC brought assurance that they would be stable, responsive long term neighbors based on their experiences in similar projects.

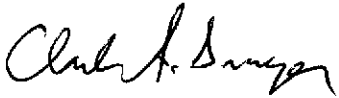
—Denise Murphy
957 NW Cascade Way, McMinnville, OR 97128

SW McMinnville Housing and Childcare Community

Neighborhood Meeting
April 22, 2026

Name (Printed)	Name (Signature)	Address	Phone	Email
Sharon Osborn		128 SW Filbert St	971 241-4103	Shells1958@gmail.com
Debbie Heimonen	Debbie Heimonen	131 SW. Filbert	971-241-0109	
Brenda Steele-Salinas		276 SW Manzanita	503 434 0950	
Robin McTigue		1959 SW Sesame	503 434 6457	
Greg & Susan Stadel	Susan Stadel	1856 SW Sesame St	503 457- 7691	
Tom & Nancy MacDonald		1045 SW Sesame St	503 860 5852	

Name (Printed)	Name (Signature)	Address	Phone	Email
Ginger Johnson		242 SW Manzanita	(50) 209-7853	gingerjoell43@gmail
Debbie Laughlin		231 S.W Manzanita WCA	5034747711	debbie.l.laughlin @comcast.net comcast.net
ERIN MURPHY		957 NW Cascade Way MCM		emurphy5112@ sbcglobal.net
Jon Dorrell		104 SW MANZANITA	971-237- 1944	jondorrell@gmail.com
Katherine Whitray		104 SW Manzanita	503-507- 5807	wkatherine01@gmail .com

Name (Printed)	Name (Signature)	Address	Phone	Email
Annika Morse		2049 SW Oleander St Meminnville OR	—	—
KE J Higginbotham		1877 SW Sesame	—	—
Denise Murphy		957 Cascade Wing		zembal@mac.com
Mary Kaye Stephens		1802 SW Pine St. Mal	925- 381-1458	
Clark Granger		847 NW Meadows Dr	503-437-4320	



THE RUX GROUP, LLC

Douglas R. Rux AICP

15532 SW Thrasher Way

Sherwood, OR 97140

Cell: 971.275.7781

Email: Drux11@yahoo.com

Notes to File – Post Neighborhood Meeting

MMC 17.72.095.G.

- The Conceptual Site Plan has been revised to respond to wetlands that have been identified and includes 4 apartment buildings plus the existing Salvation Army building. The futsal facility and community garden were relocated to the southwest corner of the site. The parking layout was modified.
- The number of apartment units remains at 68, but the mix of unit sizes have changed to be forty-six (46) 2-bedroom units and twenty-two (22) 3-bedroom units.
- The apartment buildings retain the 3-story height.
- In response to neighbors' concern regarding building mass, we note the following:
 - There are now 4 apartment buildings so that the 2 buildings that are closer to the neighbors' backyards are smaller in scale. Building B in the site plan that was presented in the neighborhood meeting had a facade of 140' facing the neighbors' backyards. In the updated site plan, Building C has a facade of 66' while Building D's is only 56'
- A Transportation Planning Rule (TPR) evaluation and a Traffic Impacts Analysis (TIA) were completed. The TPR identified no significant impact on the transportation system. The TIA evaluated and concluded the required intersections with the project meet capacity requirement. The TIA does list recommendations.
- Parking was re-evaluated based on the 68 units proposed and now indicates 67 spaces are required and 77 spaces are provided.
- The Child Care parking layout was modified and now identifies 18 spaces, prior concept showed 14 spaces.
- Building conceptual designs have been updated and include balconies. 1/2 of the upper units as required and are facing inward towards the courtyard instead of towards the neighbors' backyards. It should be noted MMC 17.11.090.D.6.b.2) states "At least 50 percent of upper units shall have a balcony that is accessible from the interior of the unit that is a minimum of 60 square feet with no dimension less than 6 feet. These balconies can be designed to be up to the full width of the apartment in order to provide adequate space for use and allow greater indoor/outdoor flow. Balconies can be cantilevered, semi-recessed, or fully recessed. They should be located based on privacy and environmental concerns. If balconies are transparent, adequate storage should be provided within the unit or the larger building so that balconies do not become informal storage spaces."
- Perimeter fencing has been identified along the east, south & west property lines.

- An ALTA Survey, topo and wetland delineation have been prepared. A study on animal habitat was not a city requirement.
- The site's access onto NW 2nd Street has been aligned with NW Country Court for better access operations for the development and existing development north of NW 2nd Street.
- The TIA did not identify a push-button crosswalk to be installed at the site's access and NW Country Court on NW 2nd Street.
- The design of the futsal court is under development and the type of siding or fencing will be considered based on citizen feedback.
- The on-site pedestrian system design has multiple connection points to NW 2nd Street and SW Almond Court.
- The topo survey indicates that the stormwater ditch on the west side of the site is both on the development site and off-site for the existing development to the west. No modifications have been identified to modify or improve the stormwater ditch.
- The TIA did not identify a crosswalk improvement at NW Meadows Drive and SW Filbert Street.
- There is a safe route to schools (Newby & Duniway) along the south side of NW 2nd Street where there are two marked pedestrian crosswalks.

EXHIBIT 15

TRAFFIC IMPACT ANALYSIS



851 SW 6th Avenue, Suite 600
Portland, OR 97204
P 503.228.5230

TRAFFIC IMPACT ANALYSIS

July 13, 2026

Project# 33202

To: Geoffrey Hunsaker, PE, Public Works Director, City of McMinnville
From: Julia Kuhn, PE, Chris Brehmer, PE, Lekshmy Hirandas, AICP, & Andreas Olvera
CC: Carmen Fernandez, Farmworker Housing Development Corporation
Doug Rux, The Rux Group, LLC
Mike McNally, Willamette Valley Wine Foundation
RE: McMinnville Affordable Housing Project

Farmworker Housing Development Corporation (FHDC) and the Willamette Valley Wine Foundation are partnering to provide 68 affordable housing units and an associated childcare center on a 3.68-acre property located at 1950 NW 2nd Street in McMinnville, OR. The proposed development would include 68 apartments and up to 50 children at the childcare center with full occupancy of both uses anticipated by 2029.

Subject to City approval, we recommend the following in conjunction with the proposed site development:

- Post a new STOP (R1-1) sign in accordance with applicable City standards and the *Manual on Uniform Traffic Control Devices* (MUTCD) leaving the site at NW 2nd Street.
- Place and maintain vegetation, landscaping, and above-ground objects adjacent to the site access points, along the public street frontage, and throughout the site to provide minimum sight distance in accordance with City requirements.

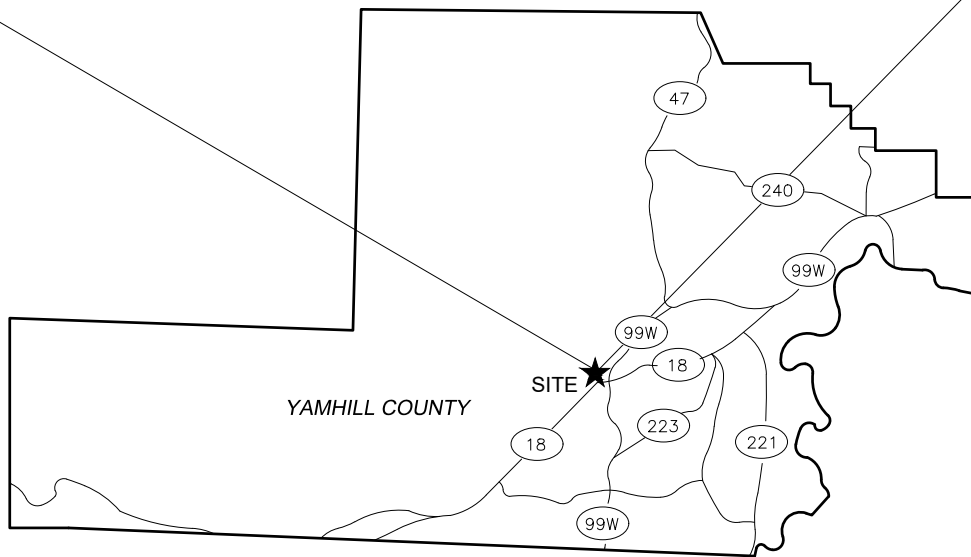
The details of the study methodology, findings, and recommendations are summarized herein.

INTRODUCTION

The location of the proposed development site is shown in Figure 1 while Figure 2 illustrates a preliminary site plan. The new housing and childcare center will replace a Salvation Army facility that will be discontinued. An existing motor vehicle access driveway on NW 2nd Street will be vacated and removed, replaced by a new site access that aligns with NW County Court on the north side of NW 2nd Street. The on-site circulation aisle will connect with SW Almond Court at the property line and maintain the existing off-site connection to SW Filbert Street.

This report assesses site development traffic impacts in the year 2029 when full occupancy is anticipated.

C:\Users\lhrandas\kittelsohn & Associates, Inc\33202 - McMinnville Affordable Housing - 0-Phase\02 Working Files\report\figs\33202 - TTA figures.dwg Jul 13, 2026 - 6:05pm - lhrandas Layout Tab: Site Vicinity Map



Site Vicinity Map
McMinnville, OR

Figure
1

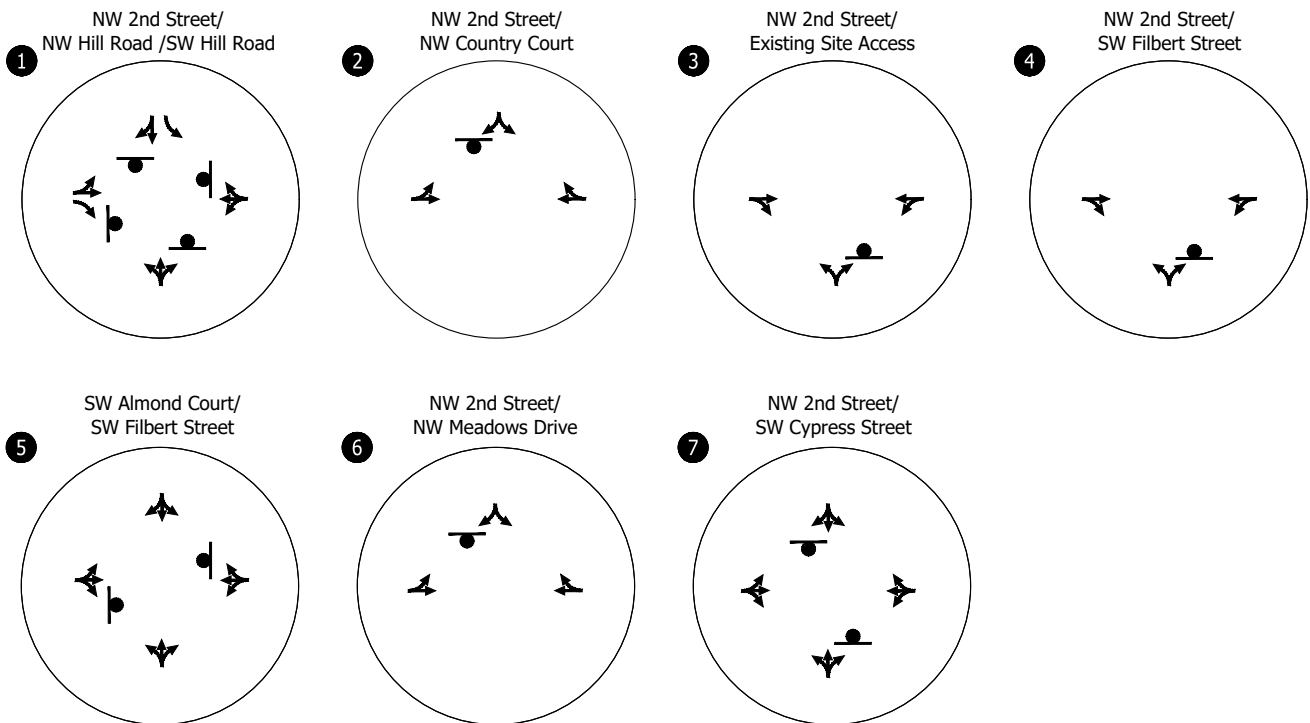


MCMINNVILLE AFFORDABLE HOUSING

A1.0
sheet no.

Figure
2

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↗ - Existing Lane Configuration
● - Stop Sign

Existing Lane Configurations
& Traffic Control Devices

Figure
3

SCOPE OF THE REPORT

This report identifies the transportation-related impacts associated with the proposed development. The City typically requires a traffic impact analysis (TIA) when a development is anticipated to generate more than 200 daily trips or 20 weekday PM peak hour trips. The study intersections and scope were selected in consultation with City of McMinnville staff. A copy of the approved scoping memo is provided in Appendix A.

Operational analyses were performed at the following study intersections during the weekday AM and PM peak periods. For ease of review, the intersections listed below are numbered to correspond to the numbering of the report figures.

1. NW 2nd Street/NW Hill Road/SW Hill Road;
2. NW 2nd Street/NW Country Court/Proposed Site Access;
3. NW 2nd Street/Existing Site Access;
4. NW 2nd Street/SW Filbert Street;
5. SW Almond Court/SW Filbert Street;
6. NW 2nd Street/NW Meadows Drive; and,
7. NW 2nd Street/SW Cypress Street/NW Cypress Street.

This report includes the following topics:

- Existing land use and transportation system conditions within the site vicinity including facilities for people walking, bicycles or taking transit, as well as traffic safety and intersection operations during the weekday AM peak and PM peak periods;
- Forecast year 2029 background traffic conditions during the weekday AM peak and PM peak periods (without site development), considering previously approved developments and funded changes to the transportation system;
- Trip generation and distribution estimates for the proposed apartments and childcare center;
- Forecast year 2029 total traffic conditions during the weekday AM peak and PM peak periods, (with full buildout and occupancy of the proposed development);
- School walking routes; and,
- Conclusions and recommendations.

ANALYSIS METHODOLOGY

All intersection operational analyses were conducted using the *Highway Capacity Manual, 7th Edition* (Reference 1) procedures using PTV Vistro 2026 software. The Vistro software was also used to identify 95th percentile queues for the peak hour analysis.

City of McMinnville Intersection Operating Standards

The study intersections are located within and maintained by the City of McMinnville. Per the City's Transportation System Plan (TSP) Table 2-2 (Reference 2), a volume-to-capacity ratio (V/C) of 0.90 or less is the acceptable operating standard for the intersections.

Analysis Periods

Typical weekday commuter peak hour conditions (1-hour peak during adjacent street peak hour periods between 7 and 9 AM and 4 and 6 PM) were assessed for the following horizon scenarios per the TIA scoping memo submitted in April 2026:

- Year 2026 existing traffic conditions;
- Year 2029 background traffic conditions (including background growth and identified in-process developments, but prior to the proposed development); and,
- Year 2029 total traffic conditions (with the proposed site development).

EXISTING CONDITIONS

The existing conditions analysis summarizes the current operational and geometric characteristics of the transportation system within the study area. The purpose of this section is to set the stage for a basis of comparison to future conditions. The study intersections, project site, and adjacent land uses were inventoried and observed in June 2026.

Site Conditions and Adjacent Land Uses

The proposed project site is located on the south side of NW 2nd Street. The site currently has the McMinnville Salvation Army building which will be discontinued and replaced by the new development. The applicant has applied to rezone the site from R-2 (Low Density) to R-4 (Medium, High-Density) ¹. Within the site vicinity, single family residential homes are provided to the south, east, and west. A dental clinic and the Walnut City electrical substation is located to the north of the site across NW 2nd Street. Newby Elementary School and Duniway Middle School are approximately 0.65 miles east of the site on the north side of NW 2nd Street at NW Michelbook Lane while McMinnville High School is approximately 1.4 miles northeast.

Roadway Facilities

Existing lane configurations and traffic control devices at study intersections are shown in Figure 3. Table 1 summarizes the functional classification designations and the existing street characteristics in the site vicinity.

¹ Transportation implications of the proposed rezone are addressed under separate cover in an April 13, 2026 letter that documents compliance with applicable Transportation Planning Rule criteria.

Table 1. Existing Transportation Roadway Facilities and Roadway Designations

Roadway	Functional Classification ¹	Number of Vehicular Lanes	Posted Speed (mph)	Sidewalks provided?	Bicycle Lanes provided?	On-Street Parking allowed?
NW 2 nd St	Minor Arterial	2	30	Yes	Yes	Partial ²
NW Hill Rd	Minor Arterial	3	35	Yes	Yes	No
SW Hill Rd	Minor Arterial	2	35	No	No	No
NW/SW Cypress St	Minor Collector	2	25	Yes	No	Yes
SW Filbert St	Neighborhood Connector	2	25	Yes	No	Yes
NW Meadows Dr	Neighborhood Connector	2	25	Yes	No	Yes
NW Country Ct	Local Street	2	25	Yes	No	Yes
SW Almond Ct	Local Street	2	25	Yes	No	Yes

¹ **Classifications are based on** City of McMinnville's *Transportation System Plan*.

² **Parking provided on the north side only**

Pedestrian and Bicycle Facilities

As shown in Table 1, new residents of the proposed apartments can walk and/or ride bikes to the site via facilities provided by the surrounding street system. Proposed on-site pedestrian facilities will provide connectivity with sidewalks on NW 2nd Street and the existing on-site sidewalks stubbed at the east property line on SW Almond Court. Aside from these, the City's TSP does not identify additional public pedestrian or bicycle facilities through the proposed development site.

Transit Facilities

McMinnville is served by Yamhill County Transit, which operates one bus route along NW 2nd Street. Route 4 – MAC West (Reference 3) operates to and from the McMinnville Transit Center, via NW 2nd Street, Redmond Hill Road, and SW Baker Street. Route 4 provides service weekdays from 7:30 AM to 5:30 PM, with 60-minute headways. The designated stops nearest the site (one eastbound and one westbound) are located approximately 250 feet from the proposed site access on NW 2nd Street on the west side of SW Filbert Street.

The City's TSP identifies future bi-directional routing along NW 2nd Street and Highway 99W, instead of the existing loop routes, to significantly reduce transit trip travel times, and help to attract additional commuter travel in the future. The plan also proposes the installation of ADA compliant bus stop amenities along these routes. No funding is available for the potential future bi-directional route at this time.

Traffic Safety

The Oregon Department of Transportation (ODOT) Crash Database² was queried to obtain crash records at the study intersections for the five-year period from January 1, 2020, to December 31, 2024 (validated year 2025 data was not yet available at the time this report was prepared). *The crash data obtained from ODOT is provided in Appendix B.*

The crash type classifications at each intersection with reported crashes were reviewed to assess whether crash patterns might be identifiable. Table 2 summarizes the crash types and severity during the study period.

Table 2. ODOT Reported Crash History (January 1, 2020 to December 31, 2024)

Intersection	Total Number of Crashes	Crash Type					Crash Severity			
		Turning Movement	Angle	Bicycle/ Pedestrian	Rear End	Other	Property Damage Only	Minor/ Moderate Injury	Severe Injury	Fatality
NW 2 nd Street / NW Hill Road / SW Hill Road	4	0	3	0	0	1	1	3	0	0
NW 2 nd Street / NW Country Court	0	0	0	0	0	0	0	0	0	0
NW 2 nd Street / Existing Site Access	0	0	0	0	0	0	0	0	0	0
NW 2 nd Street / SW Filbert Street	1	0	0	0	1	0	0	1	0	0
SW Almond Court / SW Filbert Street	0	0	0	0	0	0	0	0	0	0
NW 2 nd Street / NW Meadows Drive	0	0	0	0	0	0	0	0	0	0
NW 2 nd Street / NW Cypress Street/ SW Cypress Street	10	4	5	0	1	0	3	5	2	0

In reviewing the crash data, we note the following:

- No crashes involving pedestrians or bicyclists were reported at the study intersections.
- Two severe injury crashes were reported at the NW 2nd Street / SW Cypress Street intersection. These crashes occurred on November 24, 2021, and September 13, 2024, under clear dry conditions. Both crashes were caused by the non-compliance of vehicles at the stop sign on the south leg of SW Cypress Street per the crash reports. One was an angle crash with a northbound through vehicle and

² TDS - Crash Reports (state.or.us)

an eastbound through vehicle. The other was an angle crash with a northbound through vehicle and a westbound left turning vehicle travelling downhill on NW 2nd Street.

Observed intersection crash rates were calculated and compared to statewide crash rate performance thresholds for each intersection. For this analysis, the observed intersection crash rate was calculated and compared to the 90th percentile crash rates for urban intersections by traffic control and 3- versus 4-legged configurations (as appropriate) following the analysis methodology presented in the ODOT *Analysis Procedures Manual (APM)*. Per the APM, intersections with observed crash rates that exceed the 90th percentile values shown in APM Exhibit 4-1 should be flagged for further analysis. The crash rate assessment is summarized in Table 3.

Table 3. Intersection Crash Rate Assessment (January 1, 2020, to December 31, 2024)

Intersection	Total Reported Crashes	Observed Crash Rate	90 th Percentile Crash Rate	Observed Crash Rate > 90 th Percentile Crash Rate?
NW 2 nd Street / NW Hill Road / SW Hill Road	4	0.23	0.408	No
NW 2 nd Street / NW Country Court	0	0.00	0.293	No
NW 2 nd Street / SW Almond Court	0	0.00	0.293	No
NW 2 nd Street / SW Filbert Street	1	0.09	0.293	No
SW Almond Court / SW Filbert Street	0	0	0.408	No
NW 2 nd Street / NW Meadows Drive	0	0	0.293	No
NW 2 nd Street / NW Cypress Street / SW Cypress Street	10	0.60	0.408	Yes

In reviewing Table 3, we note that the observed crash rate at the NW 2nd Street / NW Cypress Street / SW Cypress Street intersection exceeds the 90th percentile crash rate. Of the 10 reported crashes at this location, none involved alcohol or drugs, and one involved speeding. Four crashes took place in wet conditions and six in dry. Further, the crashes were distributed amongst the various movements possible with no clear patterns exhibited.

We observed an existing crest vertical curve on NW 2nd Street located west of NW Cypress Street / SW Cypress Street that has an approximately 7% downhill grade on the eastbound approach to NW Cypress Street / SW Cypress Street. The vertical curve impacts intersection sight distance for northbound drivers on SW Cypress Street and southbound drivers on NW Cypress Street approaching NW 2nd Street. Vegetation along the south side of NW 2nd Street also impacts the available intersection sight distance for northbound drivers on SW Cypress Street.

Exhibit 1 shows the line of sight for a northbound driver on NW Cypress Street stopped 15 feet from the NW 2nd Street traveled way (bicycle lane line) and facing west (left). Exhibit 2 shows the line of sight for a southbound driver on NW Cypress Street stopped 15 feet from the NW 2nd Street traveled way (bicycle lane line) and facing east (right).

Exhibit 1. Northbound SW Cypress Street Driver View Facing West (Left) on NW 2nd Street



Photo by Kittelson & Associates, Inc. dated 6.17.2026

Exhibit 2. Southbound NW Cypress Street Driver View Facing East (Right) on NW 2nd Street



Photo by Kittelson & Associates, Inc. dated 6.17.2026

The proposed site development has no frontage at the NW 2nd Street / NW Cypress Street / SW Cypress Street intersection. Given the lack of clear patterns between the crashes and the existing vertical curvature of NW 2nd Street, no crash-based mitigation measures are recommended in conjunction with the proposed development. The City of McMinnville can monitor and maintain vegetation along the south side of NW 2nd Street within the public right-of-way to maximize the available sight lines at the intersection.

EXISTING TRAFFIC VOLUMES AND PEAK HOUR OPERATIONS

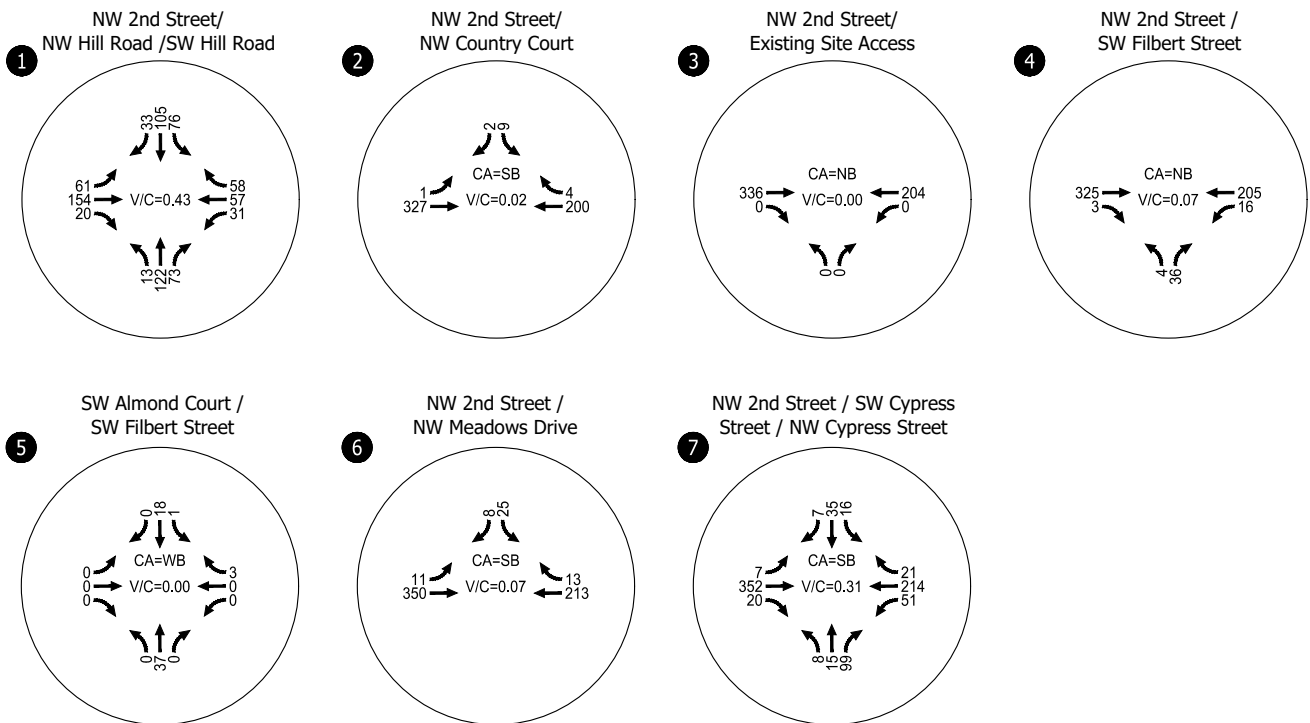
Vehicle turning movement, pedestrian, and bicycle counts were collected from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM on a mid-weekday in May 2026 when local schools were in session³. The Salvation Army facility on the project site does not operate during the two data collection periods so the traffic counts do not include existing site-generated vehicle trips⁴. On the day of the counts, the AM peak hour generally occurred from 7:25 AM to 8:25 AM across the study intersections and the peak PM hour occurred from 4:30 PM to 5:30 PM. *Appendix C contains the traffic count worksheets.*

Figures 4 and 5 summarize the existing traffic volumes during the weekday AM and PM peak hours and the corresponding operations. As shown, the study intersections operate acceptably during both peak periods. *Appendix D contains the existing conditions intersection analysis worksheets.*

³ Note that the traffic counts at NW 2nd Street/NW Country Court (Future proposed site access) and NW 2nd Street/Existing Site Access were collected as a single 4-legged staggered intersection. Similarly, NW 2nd Street/SW Filbert Street and NW 2nd Street/SW Meadows Drive were also counted together as a single 4-legged staggered intersection. The measured volumes at these locations were reallocated as two 3-legged intersections to reflect the existing conditions.

⁴ As a result, no volume adjustments or “trip credits” were needed to reflect the redevelopment of the site in the background future conditions analysis documented later in this report.

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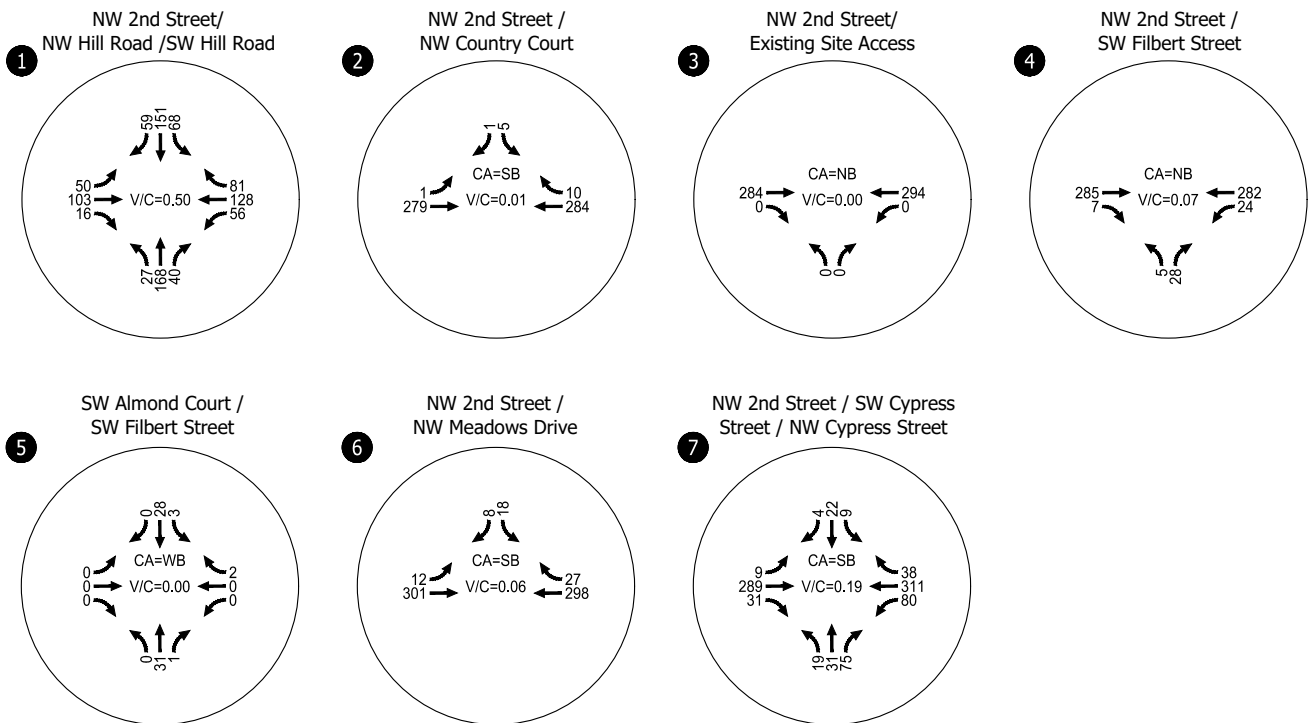


TWSC = TWO-WAY STOP CONTROL
 AWSC = ALL-WAY STOP CONTROL
 CM = CRITICAL MOVEMENT (TWSC)
 V/C = INTERSECTION VOLUME-TO-CAPACITY (AWSC)
 /CRITICAL MOVEMENT VOLUME-TO-CAPACITY (TWSC)

Existing Traffic Operations
 Weekday AM Peak Hour
 7:25 - 8:25 AM

Figure
 4

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TWSC = TWO-WAY STOP CONTROL
 AWSC = ALL-WAY STOP CONTROL
 CM = CRITICAL MOVEMENT (TWSC)
 V/C = INTERSECTION VOLUME-TO-CAPACITY (AWSC)
 /CRITICAL MOVEMENT VOLUME-TO-CAPACITY (TWSC)

Existing Traffic Operations
 Weekday PM Peak Hour
 4:30 - 5:30 PM

Figure
 5

YEAR 2029 TRAFFIC IMPACT ANALYSIS

This traffic impact analysis identifies how the study intersections will operate in the buildout year 2029 when the development is constructed and in operation. The impact of traffic generated during the weekday AM and PM peak hours was examined as follows:

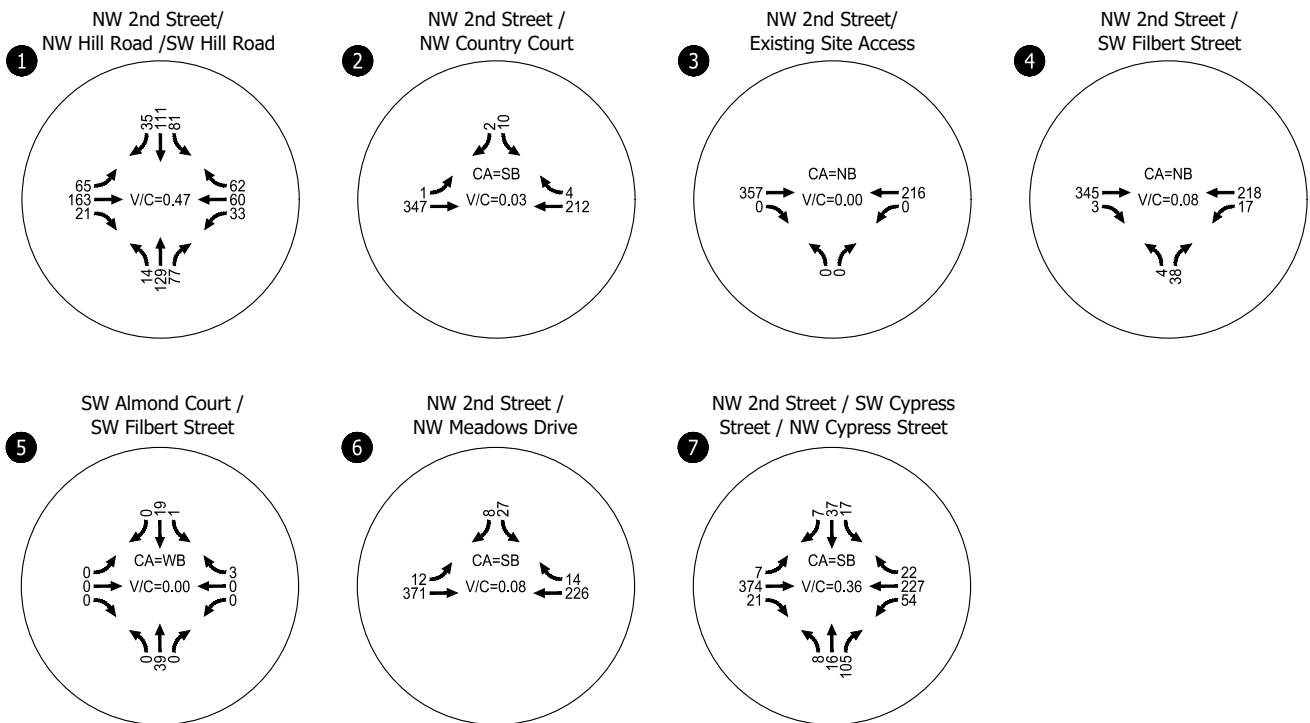
- The City confirmed that there are no in-process development to include in the analysis.
- Year 2029 background traffic volumes (prior to site development) were developed assuming a regional growth rate of two percent per year.
- Year 2029 background traffic conditions were assessed at each of the study intersections.
- Site-generated trips associated with the proposed apartments and childcare center were added to the 2029 background traffic conditions to establish the total traffic volumes.
- Intersection improvement needs were identified to mitigate impacts where appropriate.

Year 2029 Background Traffic Conditions

The year 2029 background traffic analysis identifies how the study intersections will operate prior to the proposed site development. This analysis includes the regional growth rate identified above but does not include traffic from the proposed apartments and childcare.

Figures 6 and 7 show the projected 2029 turning movements for the weekday AM and PM peak hours and the associated intersection analyses. As shown, the intersections are forecast to operate acceptably. *Appendix E contains the year 2029 background traffic analysis worksheets.*

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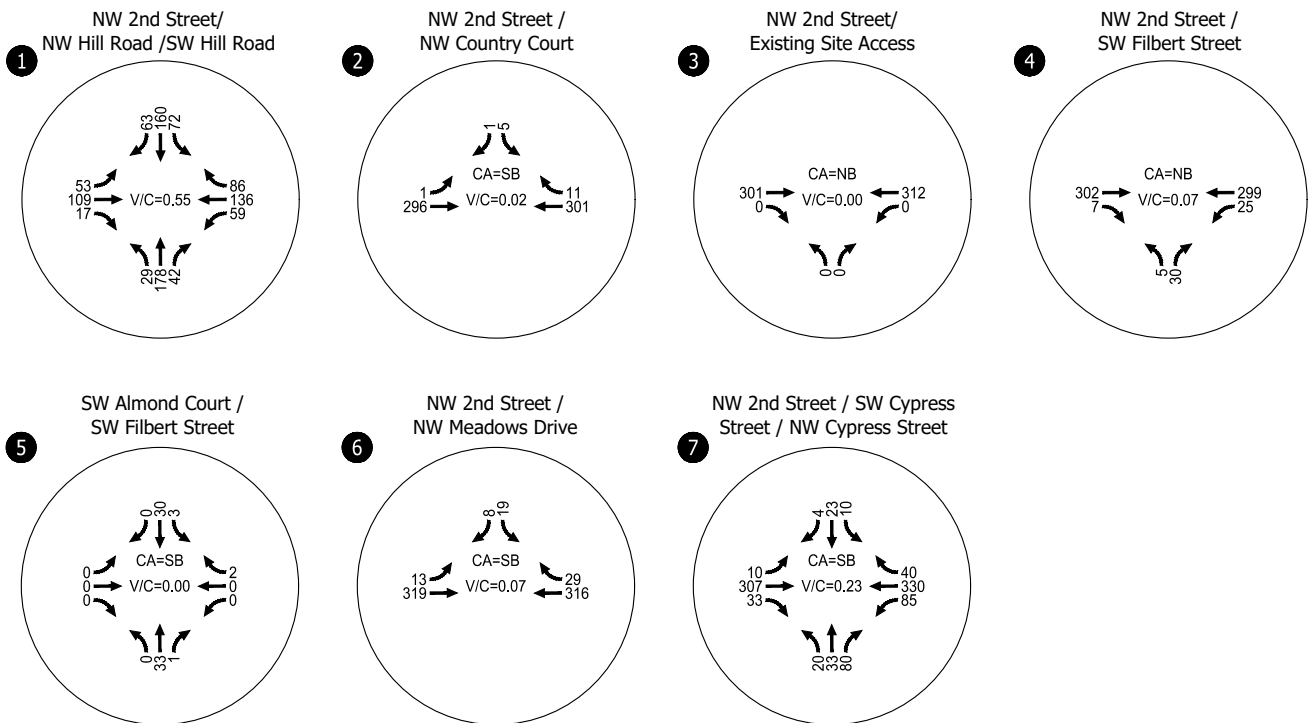


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 AWSC = ALL-WAY STOP CONTROL
 CM = CRITICAL MOVEMENT (TWSC)
 V/C = INTERSECTION VOLUME-TO-CAPACITY RATIO (AWSC)
 /CRITICAL MOVEMENT VOLUME-TO-CAPACITY RATIO (TWSC)

Background Traffic Operations
 Weekday AM Peak Hour
 7:25 - 8:25 AM

Figure
 6

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TWSC = TWO-WAY STOP CONTROL
 AWSC = ALL-WAY STOP CONTROL
 CM = CRITICAL MOVEMENT (TWSC)
 V/C = INTERSECTION VOLUME-TO-CAPACITY (AWSC)
 /CRITICAL MOVEMENT VOLUME-TO-CAPACITY (TWSC)

Background Traffic Operations
 Weekday PM Peak Hour
 4:30 - 5:30 PM

Figure
 7

Trip Generation

Site trip generation was estimated based on average trip rate data from the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 12th Edition* using the childcare center and market-rate low rise apartment land uses. The childcare center is intended to primarily serve the farmworker's housing but for trip-making purposes, we assumed a total of 50 children within the childcare center with no more than 15 children living in the apartments. Further, the trip generation estimate is based on the trip rates for market-rate low rise apartments in lieu of affordable housing rates given the robustness of the data sources for market apartments and limited data available in the *Trip Generation Manual* for affordable housing. Table 3 presents the resultant trip generation.

Table 3. Proposed Development Trip Generation Estimate

Land Use	ITE Code	Size	Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Childcare	565	35 children*	133	28	15	13	28	13	15
Apartments	220	68 units	422	28	7	21	35	22	13
Total			555	56	22	34	63	35	28

***Capacity for up to 50 children is proposed for the childcare center. This TIA assumes 15 of the children live in the site housing and thus do not result in an external vehicle trip to/from the childcare center.**

Trip Distribution

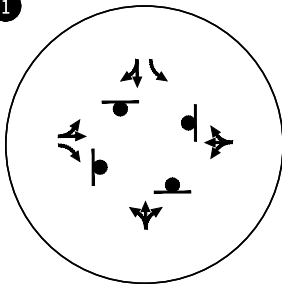
The proposed driveway on NW 2nd street is to be aligned with NW Country Court and will replace the existing site driveway to be vacated and closed with site development. Figure 8 shows the future lane configurations at the study intersections.

The site trip distribution pattern and related trip assignment were developed in direct collaboration with City staff. Figures 9 and 10 illustrates the estimated trip distribution pattern and site-generated trip assignment for the site for the weekday AM and PM peak hours, respectively.

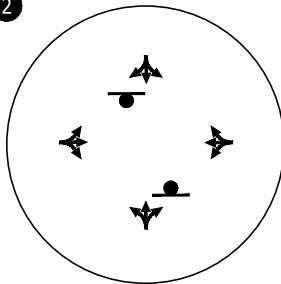
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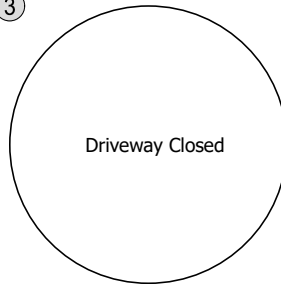
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NW Hill Road /SW Hill Road



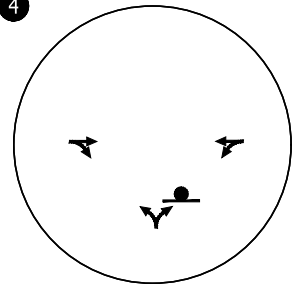
2 NW 2nd Street / NW Country
Court / Proposed Site Access



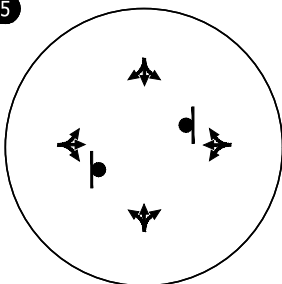
3 NW 2nd Street/
Existing Site Access



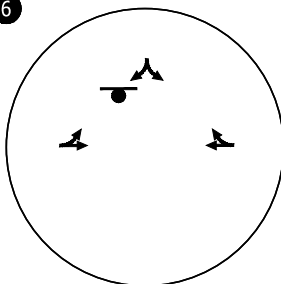
4 NW 2nd Street /
SW Filbert Street



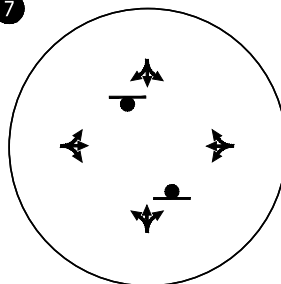
5 SW Almond Court /
SW Filbert Street



6 NW 2nd Street /
NW Meadows Drive



7 NW 2nd Street / SW Cypress
Street / NW Cypress Street



↗ - Existing Lane Configuration
 ● - Stop Sign

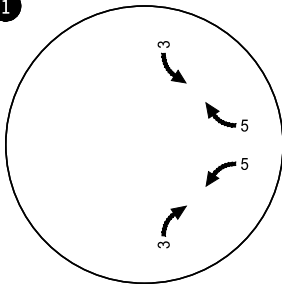
Future Lane Configurations
& Traffic Control Devices

Figure
8

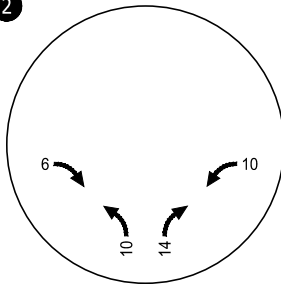
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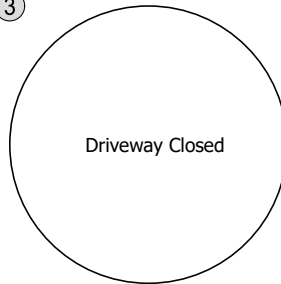
1 NW 2nd Street / NW Hill Road / SW Hill Road



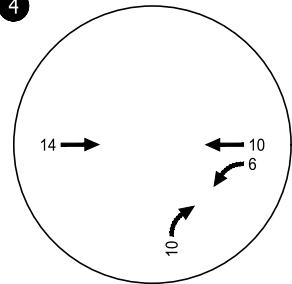
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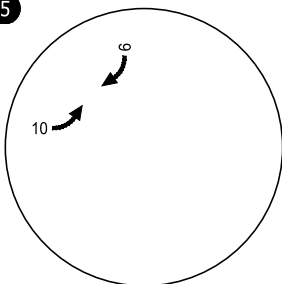
3 NW 2nd Street / Existing Site Access



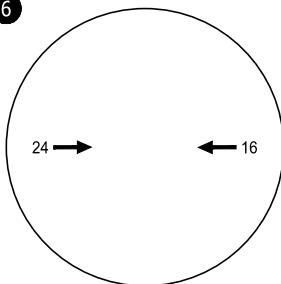
4 NW 2nd Street / SW Filbert Street



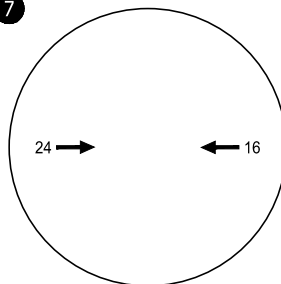
5 SW Almond Court / SW Filbert Street



6 NW 2nd Street / NW Meadows Drive



7 NW 2nd Street / SW Cypress Street / NW Cypress Street



- TRIP DISTRIBUTION
XX%

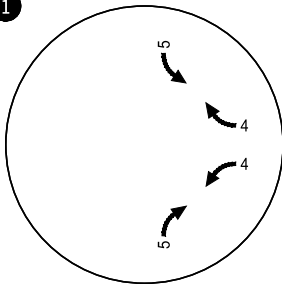
Estimated Trip Distribution Pattern and
Site-Generated Trip Assignment
Weekday AM Peak Hour

Figure
9

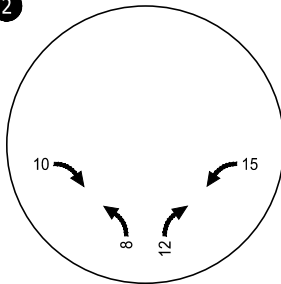
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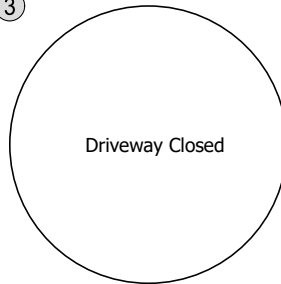
1 NW 2nd Street / NW Hill Road / SW Hill Road



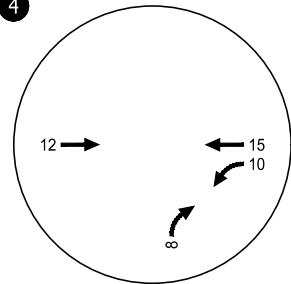
2 NW 2nd Street / NW Country Court / Proposed Site Access



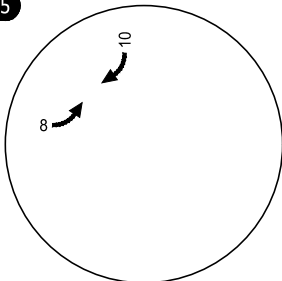
3 NW 2nd Street / Existing Site Access



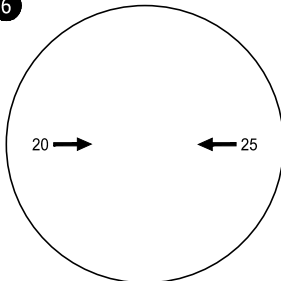
4 NW 2nd Street / SW Filbert Street



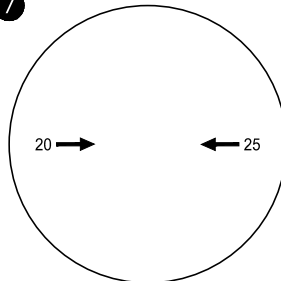
5 SW Almond Court / SW Filbert Street



6 NW 2nd Street / NW Meadows Drive



7 NW 2nd Street / SW Cypress Street / NW Cypress Street



- TRIP DISTRIBUTION
XX%

Estimated Trip Distribution Pattern and
Site-Generated Trip Assignment
Weekday PM Peak Hour

Figure
10

Year 2029 Total Traffic Conditions

The total traffic conditions analysis forecasts how the study intersections will operate with the traffic associated with the new apartments and childcare center fully occupied. The site-generated trips shown in Figures 9 and 10 were added to the 2029 background traffic volumes reflected in Figures 6 and 7 to arrive at the 2029 total traffic volumes shown in Figures 11 and 12⁵. The figures also reflect the corresponding intersection operations.

As shown, all of the intersections operate acceptably upon occupancy of the new apartments and childcare center. *Appendix F contains the year 2029 total traffic analysis worksheets.*

95th Percentile Queuing at Site Accesses

95th percentile queues documented in the operations analysis found that projected queues upon complete build out in 2029 are accommodated within the currently available storage. Table 1 shows the queuing results at the site access driveways for the analysis periods. Queuing results are provided with the operational analysis worksheets in the previous appendix.

Table 1. Weekday Peak Hour Projected 95th Percentile Queues at Study Intersections

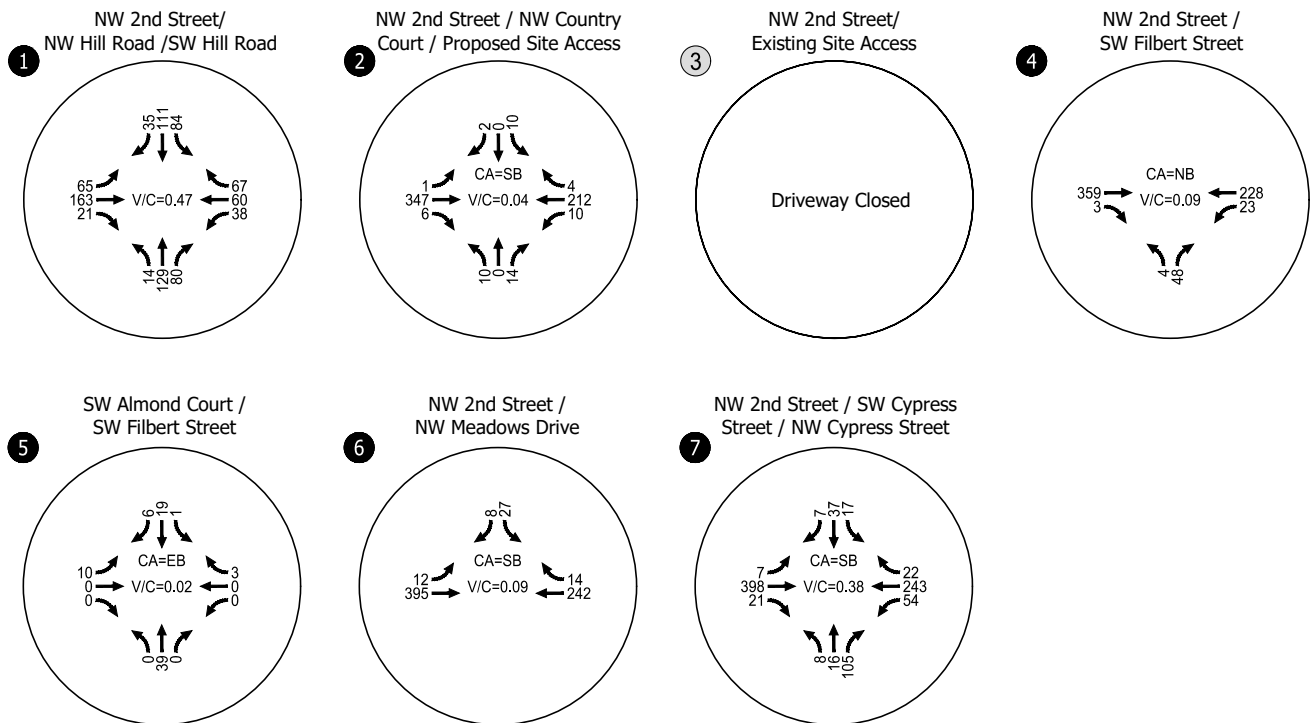
Intersection	Lane	Queue Storage (feet)	95 th Percentile Queue Length (feet) ¹	
			Total 2029 AM Peak Hour	Total 2029 PM Peak Hour
NW 2 nd Street / Proposed Site Access	Northbound	>100	25	25
SW Almond Court / SW Filbert Street	Eastbound	>50	25	25

¹ Rounded up to the nearest 25 feet (assumed vehicle length)

Traffic Control Considerations at Site Accesses

We recommend the development post a STOP (R1-1) sign northbound at departing the site at the NW 2nd Street / Proposed Site Access intersection in accordance with applicable City standards and the *Manual on Uniform Traffic Control Devices* (MUTCD).

⁵ As shown in the preliminary site plan (Figure 2), the driveway on NW 2nd Street is proposed to be aligned with NW Country Court upon full buildout. The total traffic conditions reflects this change, wherein a south leg is added to the study intersection 2: NW 2nd Street/ NW Country Court and eliminates study intersection 3: NW 2nd Street/Existing Site Access.

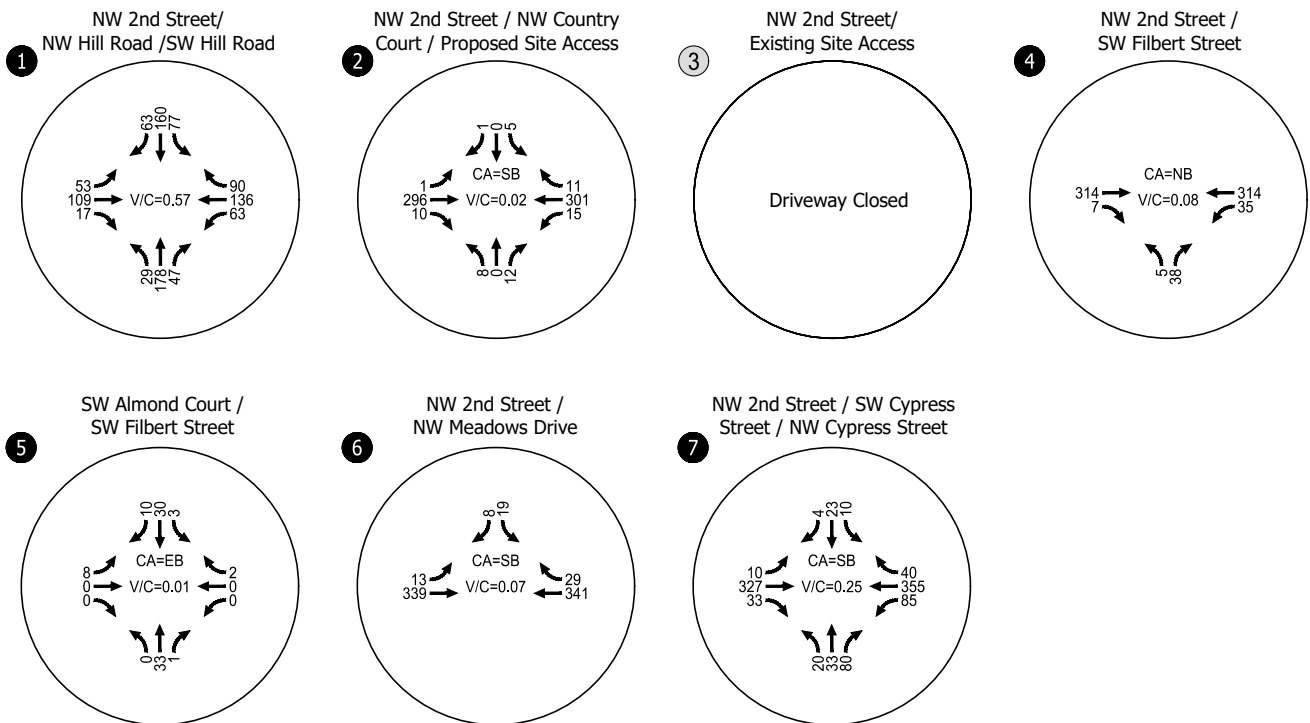


TWSC = TWO-WAY STOP CONTROL
 AWSC = ALL-WAY STOP CONTROL
 CM = CRITICAL MOVEMENT (TWSC)
 V/C = INTERSECTION VOLUME-TO-CAPACITY (AWSC)
 /CRITICAL MOVEMENT VOLUME-TO-CAPACITY (TWSC)

Total Traffic Operations
 Weekday AM Peak Hour
 7:25 - 8:25 AM

Figure
 11

C:\Users\lhrandas\Kittel & Associates, Inc\33202 - McMinnville Affordable Housing - 0-Phase02 Working Files\report\figs\33202 - TTA figures.dwg Jul 02, 2026 - 2:38pm - lhrandas Layout Tab: TT PM



TWSC = TWO-WAY STOP CONTROL
 AWS = ALL-WAY STOP CONTROL
 CM = CRITICAL MOVEMENT (TWSC)
 V/C = INTERSECTION VOLUME-TO-CAPACITY (AWS)
 /CRITICAL MOVEMENT VOLUME-TO-CAPACITY (TWSC)

Total Traffic Operations
 Weekday PM Peak Hour
 4:30 - 5:30 PM

Figure
 12

Sight Distance Considerations at Site Accesses

The project civil engineering plans prepared by Greg Mino will document the City-required sight lines at the two site accesses. We recommend that all vegetation, landscaping, and above ground objects adjacent to the site access points, along the public street site frontage, and throughout the site be placed and maintained to provide adequate minimum sight distance in accordance with the provisions in City of McMinnville requirements.

School Walking Routes

McMinnville School District (MSD) provides bus service for students as follows.⁶

- Elementary School (K-5): Student must live outside 1 mile of the resident school.
- Secondary School (6-12): Student must live outside 1.5 miles of the resident school.

Future students residing on-site will be served by the following schools based on current MSD boundaries⁷.

- Newby Elementary School located at 1125 NW 2nd Street, approximately 0.7 mile from the site.
- Duniway Middle School located at 575 NW Michelbook Lane, approximately 0.9 mile from the site.
- McMinnville High School located at 615 NE 15th Street, approximately 2.0 miles from the site.

Based on the school locations and MSD bus service criteria, future students residing on-site will need to walk or travel by personal vehicle to/from Newby Elementary School and Duniway Middle School.

The proposed site development includes new on-site sidewalks that link each new building to the public street sidewalk system. Students walking between the site and both the elementary and middle school schools may use the existing sidewalk facilities along the south side of NW 2nd Street between the site and NW Michelbook Lane.

Students may cross NW 2nd Street north-south using the marked (but unsignalized) crosswalk at SW Fleischhauer Lane or the signalized north-south pedestrian crosswalk on the west approach of the 2nd Street/NW Michelbook Lane intersection (directly connecting to Newby Elementary School). Students can then walk to/from both schools using the sidewalk facilities on the west side of NW Michelbook Lane that link with both school buildings.

Future high school students residing on-site appear to eligible for bus service based on the roughly two-mile distance between the site and McMinnville High School.

⁶ Source: [MSD Transportation](#)

⁷ Source: [MSD Boundaries](#)

RECOMMENDATIONS

Based on the TIA results, the proposed apartments and childcare center can be developed while maintaining acceptable operations at the study intersections. Subject to City concurrence, we recommend the following in conjunction with the proposed site development:

- Post a new STOP (R1-1) sign in accordance with applicable City standards and the *Manual on Uniform Traffic Control Devices* (MUTCD) leaving the site at NW 2nd Street.
- Place and maintain vegetation, landscaping, and above-ground objects adjacent to the site access points, along the public street frontage, and throughout the site provide minimum sight distance is in accordance with AASHTO guidance and City requirements.

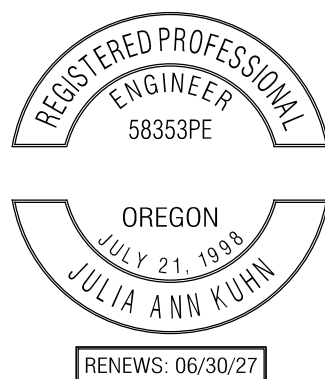
Please let us know if you need any additional information as part of your review.

REFERENCES

1. Transportation Research Board. *Highway Capacity Manual 7th Edition*. 2022.
2. City of McMinnville. *City of McMinnville 2010 Transportation System Plan*. May 2010.
3. Yamhill County Transit. https://ycbus.org/route_details/route-4-mcminnville-west-loop/. Accessed June 2026.

LIST OF APPENDICES

- A. TPR/ Scoping Memo
- B. ODOT Crash Data
- C. Traffic Counts
- D. Existing Traffic Conditions Analysis Worksheets
- E. Year 2029 Background Traffic Conditions Analysis Worksheets
- F. Year 2029 Total Traffic Conditions Analysis Worksheets



Appendix A: Scoping Memo

April 13, 2026

Project #33202

Geoffrey Hunsaker, PE, Public Works Director & Evan Hietpas, Interim Planning Manager
City of McMinnville
231 NE Fifth Street
McMinnville, OR 97128

RE: Trip Implications For Zone Change & Major Change to the Planned Development Application
Proposed at 1950 NW 2nd Street in McMinnville

Dear Geoff & Evan:

Farmworker Housing Development Corporation (FHDC) and Willamette Valley Wine Foundation are partnering to provide 68 affordable housing units and an associated child care center on a 3.68-acre property located at 1950 NW 2nd Street in McMinnville. The residential portion of the property is 3 acres whereas the child care center is proposed on the 0.68 acre parcel. This proposal will require a zone change from R-2 (Low Density) to R-4 (Medium, High-Density), an amendment to the Planned Development Ordinance Nos. 3939, 4509 and 4607, and a Conditional Use approval for the proposed child care center.

The zone change and amendments to the ordinances require preparation of Transportation Planning Rule (TPR) analyses per Oregon Administrative Rule (OAR) 066-012-060 as well as conformance with the transportation mobility standards and functional classification information provided within the City's adopted Transportation System Plan (TSP).

As summarized herein, the proposed change in zoning from R-2 to R-4 would not result in a significant effect on the transportation system, as defined by the TPR. The net increase in vehicle trips associated with the zone change that would occur if the property develops under the "reasonable worst case" for the proposed zoning as compared to development under the existing zoning is not considered "significant" per the Oregon Highway Plan (OHP) Policy 1F.5.

The proposed apartments and child care center would necessitate the preparation of a Traffic Impact Study assuming the zoning is approved. The remainder of this memo provides details supporting the TPR conclusions as well as a proposed scope for the traffic impact study.

TRANSPORTATION SYSTEM PLAN CONSIDERATIONS

The subject property is located south of NW 2nd Street and west of SW Filbert Street at the terminus of SW Almond Court. Per the TSP, NW 2nd Street is a minor arterial, SW Filbert Street is a neighborhood connector, and SW Almond Court is a local street. The TSP does not identify any new streets or proposed pedestrian or bicycle facilities along the site frontage.

The change from R-2 to R-4 does not change the functional classification of either roadway or the standards that implement the functional classification, as shown in Exhibit 2-4 of the TSP. We further note that the Table 2-2 of the City TSP requires that City intersections operate with a volume-to-capacity ratio of less than 0.90. The change in zoning does not affect this standard either.

TRANSPORTATION PLANNING RULE IMPLICATIONS

Two sections of Oregon's TPR apply to amendments to acknowledged land use designations. Per OAR 660-012-0060(1) and (2), the first step in assessing an amendment's potential transportation impact is to compare the vehicular trip generation of the site assuming a "reasonable worst-case" development scenario under the existing and proposed zoning. If the trip generation potential increases under the proposed zoning, additional analysis is required to assess whether the rezone will "significantly affect" the transportation system. Conversely, if the trip generation under the proposed zoning is equal to or less than that under the existing zoning, no additional quantitative analysis is necessary to conclude that the proposal does not "significantly affect" the transportation system.

We further note that Table 1, Policy 1F.5 of the Oregon Highway Plan establishes the following thresholds for determining significance:

- Any proposed amendment that does not increase the average daily trips by more than 400 is not considered significant.
- Any proposed amendment that increases the average daily trips by more than 400 but less than 1,000 for state facilities is not considered significant where:
 - The annual average daily traffic is less than 5,000 for a two-lane highway
 - The annual average daily traffic is less than 15,000 for a three-lane highway
 - The annual average daily traffic is less than 10,000 for a four-lane highway
 - The annual average daily traffic is less than 25,000 for a five-lane highway

If the increase in traffic between the existing plan and the proposed amendment is more than 1,000 average daily trips, then it is not considered a small increase in traffic and the amendment causes further degradation of the facility and would be subject to existing processes for resolution.

Trip Generation Comparison

To test for a significant effect, we reviewed the change in trip generation potential of the permitted land uses associated with the existing R-2 versus the proposed R-4 designation. Based on the McMinnville Zoning Ordinance (2026), the following represents the "reasonable worst case" scenarios in terms of trip making:

- Per Chapter 17.15, middle housing and child care centers are the highest trip generator of the uses permitted outright. Further, per Chapter 17.15.060, the maximum density for single family attached dwellings "may not exceed four dwellings per 7,000 square feet." Based on this maximum, a 3 acre property would permit 76 attached dwellings (i.e., 3 acres * 43,560 square feet per acre / 7,000 square feet/lot * 4 units per lot). Within the adopted Ordinances, a 30-student child care is identified for the 0.68 acre parcel; therefore we considered 30 children as the reasonable worst case under the R-2 zoning.
- Per Chapter 17.21, apartments, middle housing and child care centers are the highest trip generator of the uses permitted outright. Further, per Chapter 17.21.060, the maximum density for single family attached dwellings "may not exceed four dwellings per 5,000 square feet." Based on this maximum, a 3 acre property would permit 104 attached dwellings (i.e., 3 acres * 43,560 square feet

per acre / 5,000 square feet/lot * 4 units per lot). However, 17.21.030 states that the average lot size shall be 1,500 square feet for attached housing. Using this average yields no more than 87 attached homes (i.e., 3 acres * 43,560 square feet / 1,500 square feet per lot). We further note that apartments are permitted at this site given its proximity to a minor arterial and transit. Although a maximum density of 30 units per acre is permitted, other R-4 zone changes in the City have demonstrated that 25 – 28 units is a more typical upper limit on the maximum density. Using a reasonable worst case of 28 units per acre, 84 attached homes could be developed (i.e., 3 acres * 28 units per acre). Further, attached homes generate more trips per unit than apartments so 84 attached homes is applicable for the R-4 zoning scenario. For the purposes of the TPR, the proposed 50-student child care with no discounting for children living in the housing represents the reasonable worst case for the 0.68 acre parcel under the R-4 zoning.

Table 1 presents trip generation estimates for the existing and proposed zoning designation scenarios. These trip estimates are based on information contained in the *Trip Generation Manual* (12th Edition, as published by the Institute of Transportation Engineers, ITE).

Table 1. Trip Generation Comparison for Rezone

Land Use	ITE Code	Size	Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Existing Zoning – R-2									
Attached Housing	215	76 homes	499	36	9	27	39	22	17
Child care	565	30 children	114	24	13	11	24	11	13
Total R-2			613	60	22	38	63	33	30
Proposed Zoning – R-4									
Attached Housing	215	84 homes	552	39	10	29	43	25	18
Child care	565	50 children	190	40	21	19	40	19	21
Total R-4			742	79	31	48	83	44	39
Change in Trip-Making									
Proposed - Existing Zoning			129	19	9	10	20	11	9

As shown in Table 1, the proposed zone change would result in an increase of 129 daily trips under the reasonable worst case development scenarios. Per OHP Policy 1F.5, an increase of less than 400 daily trips is not considered significant.

Compliance with 660-012-0060 Plan and Land Use Regulation Amendments

Table 2 summarizes the criteria in OAR Section 660-012-0060 and the applicability to the proposed zone change. The relevant portions of the TPR are then reproduced below in italics followed by the response for this project in standard text.

Table 2. Summary of Criteria in OAR 660-012-0060

Section	Criteria	Applicable?
1	Describes how to determine if a proposed land use action results in a significant effect.	Yes
2	Describes measures for complying with Criteria #1 where a significant effect is determined.	No
3	Describes measures for complying with Criteria #1 and #2 without assuring that the allowed land uses are consistent with the function, capacity and performance standards of the facility.	No
4	Determinations under Criteria #1, #2, and #3 are coordinated with other local agencies.	Yes
5	Indicates that the presence of a transportation facility shall not be the basis for an exception to allow development on rural lands.	No
6	Indicates that local agencies should credit developments that provide a reduction in trips.	No
7	Outlines requirements for a local street plan, access management plan, or future street plan.	No
8	Defines a mixed-use, pedestrian-friendly neighborhood.	No
9	A significant effect may not occur if the rezone is identified on the City's Comprehensive Plan and assumed in the adopted Transportation System Plan.	No
10	Agencies may consider measures other than vehicular capacity if within an identified multimodal mixed-use area (MMA).	No
11	Allows agencies to override the finding of a significant effect if the application meets the balancing test.	No

(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:

(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

Response: No changes to the City's functional street classification designations or standards as defined in the TSP are warranted by the change in zone, and the adjacent facilities are appropriate for the proposed residential zoning change. Therefore, no significant effect will result from the zone change as defined in OAR 660-012-0060(1)(a).

(b) Change standards implementing a functional classification system; or

Response: The zone change would not change the standards for implementing the functional classification systems identified in the TSP. Therefore, no significant effect occurs as defined in OAR 660-012-0060(1)(b).

(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection. If a local government is evaluating a performance standard based on projected levels of motor vehicle traffic, then the results must be based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.

(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or

(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.

Response: As noted above, the reasonable worse case development scenario under the proposed zoning equates to an increase of 129 daily trips, which is not considered significant per OHP Policy 1F.5. For this reason, we conclude that the rezone results in travel levels that are consistent with the TSP and does not degrade the performance of the planned transportation system.

(4) Determinations under sections (1)–(3) of this rule shall be coordinated with affected transportation facility and service providers and other affected local governments.

Response: The Applicant is coordinating the review of the proposed rezone with the City. No new impact on the adjacent facilities is anticipated per OAR 660-012-0060(1) as discussed above.

TRAFFIC IMPACT STUDY SCOPING

As noted above, the proposed development would include 68 apartments and 30 – 50 children at the child care center. Access is proposed via both NW 2nd Street and the connection of SW Almond Court to SW Filbert Street.

The child care center is intended to primarily serve the Farmworker housing but for trip-making purposes, we assumed a total of 50 children within the child care center with no more than 15 children living in the apartments. Further, the trip generation estimate is based on the trip rates for market-rate low rise apartments in lieu of affordable housing rates given the robustness of the data sources for market apartments and limited data available in the *Trip Generation Manual* for affordable housing. Table 3 presents the resultant trip generation.

Table 3. Proposed Development Trip Generation Estimate

Land Use	ITE Code	Size	Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Child care	565	35 children*	133	28	15	13	28	13	15
Apartments	220	68 units	422	28	7	21	35	22	13
Total			555	56	22	34	63	35	28

*Up to 50 children are proposed for the child care center with 15 children estimated to live in the adjacent housing.

The trips shown in Table 3 are estimated to distribute to the adjacent streets as follows:

- 15 percent northwest on Hill Road;
- 15 percent southwest on Hill Road; and,
- 70 percent to the east on NW 2nd Street.

Based on the distribution and the Functional Classification Map in the TSP, we propose to study the following intersections:

- NW 2nd Street/Hill Road S/Hill Road N;
- NW 2nd Street/Proposed Site Access;
- SW Almond Court/SW Filbert Street (i.e., site access);
- NW 2nd Street/SW Filbert Street; and,
- NW 2nd Street/SW Cypress Street.

Traffic counts will be collected at these locations in April 2026. As noted above and in TSP Table 2-2, all intersections will be evaluated during the weekday AM and PM peak hours versus the V/C mobility target maximum of 0.90.

We will also obtain the most recent five years of available crash data at the intersections and review the crash type classifications, calculate crash rates and compare to the statewide 90th percentile crash rates. We will also highlight any reported crashes related to people walking or riding bikes at the study intersections.

Finally, we will identify the availability of facilities for people walking, riding bikes and taking transit within one-quarter mile of the site.

We look forward to receiving your feedback on the traffic impact study scope.

CONCLUSIONS

As documented in this letter, our review concludes that:

- No significant effect will result from the zone change as defined in OAR 660-012-0060(1)(a), OAR 660-012-0060(1)(b), and OAR 660-012-0060(1)(c).
- The daily and peak hour trip generation of the proposed site development will require a Transportation Impact Study. We look forward to receiving your feedback on the proposed scope for the study.

Please let us know if you have questions or need additional information as part of your review of the proposed zone change.

Sincerely,
KITTELSON & ASSOCIATES, INC.

Julia Kuhn, PE
Senior Principal Engineer

Chris Brehmer, PE
Senior Principal Engineer

Cc: Carmen Fernandez, Housing Development Manager, FHDC
Doug Rux

Appendix B: ODOT Crash Data

Input Data in green cells

Auto-calculated cells

ODOT assumptions/criteria - check APM before adjusting

Project Name

Intersection Crash History (January 1, 2020 through December 31, 2024)

Location		Collision Type								Severity			Total	Data Check	
Node#	Intersection Name	Rear-end	Turning	Angle	Side Swipe	Backing	Fixed Object	Ped/ Bike	Other	PDO	Injury	Fatal		Col Type	Severity
1	NW 2nd Street / Hill Road S / Hill Road N			3			1			1	3		4	4	4
2	NW 2nd Street / Proposed Site Access / Country Court												0	0	0
3	NW 2nd Street / SW Almond Court												0	0	0
4	NW 2nd Street / SW Filbert Street	1									1		1	1	1
5	SW Almond Court / SW Filbert Street												0	0	0
6	NW 2nd Street / NW Meadows Drive												0	0	0
7	NW 2nd Street / SW Cypress Street	1	4	5						3	7		10	10	10
Total Crashes in Study Area		2	4	8	0	0	1	0	0	4	11	0	15		

Intersection Entering Volume Assessment

Existing volumes				Observed Crash Rate
TEV AM	TEV PM	TEV Daily	N	
803	947	9,470	5	0.23
543	580	5,800	5	0.00
540	554	5,540	5	0.00
589	631	6,310	5	0.09
59	65	650	5	0.00
620	664	6,640	5	0.00
845	918	9,180	5	0.60

Intersection Crash Rate Assessment

Location		Total Crashes	Observed Crash Rate	Intersection Type (Urban)	Critical Crash Rate (90th Percentile Crash Rate)	Observed Crash Rate>Critical Crash Rate?
Node#	Intersection Name					
1	NW 2nd Street / Hill Road S / Hill Road N	4	0.23	4ST	0.408	No
2	NW 2nd Street / Proposed Site Access / Country Court	0	0.00	3ST	0.293	No
3	NW 2nd Street / SW Almond Court	0	0.00	3ST	0.293	No
4	NW 2nd Street / SW Filbert Street	1	0.09	3ST	0.293	No
5	SW Almond Court / SW Filbert Street	0	0.00	4ST	0.408	No
6	NW 2nd Street / NW Meadows Drive	0	0.00	3ST	0.293	No
7	NW 2nd Street / SW Cypress Street	10	0.60	4ST	0.408	Yes

Crash Rate - Crashes per Million Entering Vehicles

2ND ST at
HILL RD, City
of
McMinnville,
Yamhill
County, ALL
Crashes
Severity, ALL
Crashes
Circumstance
, 01/01/2020
to 12/31/2024

CRASH_ID	SER_NO	INVSTG_AG Y_SHORT_D ESC	CRASH_SPE ED_INVLV_F LG	ALCHL_INVL V_FLG	DRUG_INVL V_FLG	MJ_INVLV_FL G	SCHL_ZONE _IND	WRK_ZONE _IND	LANE RDWY DPRT CRASH FLG	UNLOCT FLG	CRASH_DT	CRASH_WK _DAY_CD
1957981	01240	CITY		0	0	0	0 0	0	N	FALSE	12/19/2021	1
1932299	01143	CITY		0	0	0	0 0	0	N	FALSE	11/23/2021	3
1932299	01143	CITY		0	0	0	0 0	0	N	FALSE	11/23/2021	3
2009628	00108	CITY		0	0	0	0 0	0	N	FALSE	2/4/2023	7
2009628	00108	CITY		0	0	0	0 0	0	N	FALSE	2/4/2023	7
2009628	00108	CITY		0	0	0	0 0	0	N	FALSE	2/4/2023	7
2085639	01426	CITY		1	0	0	0 0	0	N	FALSE	12/17/2024	3
2085639	01426	CITY		1	0	0	0 0	0	N	FALSE	12/17/2024	3

CRASH_HR_SHORT_DESC	CNTY_NM	CITY_SECT_NM	URB_AREA_SHORT_NM	HWY_NO	HWY_MED_NM	RDWY_NO	FC_CD	HWY_COMP_NT_CD	HWY_COMP_NT_SHORT_DESC	MLGE_TYP_CD	RD_CON_NO	LRS_VAL	MP_NO
2A	Yamhill	McMinnville	MCMINVLUA				16						
7P	Yamhill	McMinnville	MCMINVLUA				16						
7P	Yamhill	McMinnville	MCMINVLUA				16						
6P	Yamhill	McMinnville	MCMINVLUA				16						
6P	Yamhill	McMinnville	MCMINVLUA				16						
6P	Yamhill	McMinnville	MCMINVLUA				16						
12P	Yamhill	McMinnville	MCMINVLUA				16						
12P	Yamhill	McMinnville	MCMINVLUA				16						

ST_NO	ST_NM	ISECT_ST_N O	ISECT_ST_N M	RD_CHAR_C D	RD_CHAR_S HORT_DESC_CD	CMPSS_DIR	CMPSS_DIR _FROM_CD	CMPSS_DIR _SHORT_DE SC	IMPCT_LOC _CD	ISECT_TYP_ SHORT_DES C	MEDN_TYP_ SHORT_DES C	TURNG_LEG _QTY	LN_QTY
01004	HILL RD	08002	SW 2ND ST	1	INTER	1		N	09	CROSS			1
01004	HILL RD	08002	SW 2ND ST	1	INTER	9		CN	01	CROSS			0
01004	HILL RD	08002	SW 2ND ST	1	INTER	9		CN	01	CROSS			0
01004	HILL RD	08002	SW 2ND ST	1	INTER	9		CN	02	CROSS			0
01004	HILL RD	08002	SW 2ND ST	1	INTER	9		CN	02	CROSS			0
01004	HILL RD	08002	SW 2ND ST	1	INTER	9		CN	02	CROSS			0
01004	HILL RD	08002	SW 2ND ST	1	INTER	9		CN	03	CROSS			0
01004	HILL RD	08002	SW 2ND ST	1	INTER	9		CN	03	CROSS			0

ISECT_REL_FLG	TRAF_CNTL_DEVICE_SHORT_DESC	OFF_RDWY_FLG	RNDABT_FLG	DRVWY_REL_FLG	WTHR_COND_SHORT_DESC	RD_SURF_SHORT_DESC	LGT_COND_SHORT_DESC	CRASH_TYP_SHORT_DESC	COLLIS_TYP_SHORT_DESC	CRASH_SVR_SHORT_DESC	CRASH_EVN_T_1_CD	CRASH_EVN_T_2_CD	CRASH_EVN_T_3_CD
0	STOP SIGN		1	0	0 SNOW	WET	DLIT	FIX OBJ	FIX	PDO	092	053	057
0	STOP SIGN		0	0	0 CLD	DRY	DLIT	ANGL-OTH	ANGL	INJ			
0	STOP SIGN		0	0	0 CLD	DRY	DLIT	ANGL-OTH	ANGL	INJ			
0	STOP SIGN		0	0	0 CLD	WET	DLIT	ANGL-OTH	ANGL	INJ			
0	STOP SIGN		0	0	0 CLD	WET	DLIT	ANGL-OTH	ANGL	INJ			
0	STOP SIGN		0	0	0 CLD	WET	DLIT	ANGL-OTH	ANGL	INJ			
0	STOP SIGN		0	0	0 RAIN	WET	DAY	ANGL-OTH	ANGL	INJ			
0	STOP SIGN		0	0	0 RAIN	WET	DAY	ANGL-OTH	ANGL	INJ			

CRASH_CAU SE_1_CD	CRASH_CAU SE_2_CD	CRASH_CAU SE_3_CD	LAT DEG NO	LAT MINUTE NO	LAT SEC NO	LONGTD DEG NO	LONGTD MINUTE NO	LONGTD SEC NO	VHCL_ID	STRIKG_VH CL_FLG	VHCL_CODE D_SEQ_NO	VHCL_TYP_ SHORT_DES C
26			45	12	32.83	-123	13	47.5	3676320	1	1	PSNGR CAR
02			45	12	32.83	-123	13	47.5	3631327	1	1	PSNGR CAR
02			45	12	32.83	-123	13	47.5	3631328	0	2	PSNGR CAR
02			45	12	32.83	-123	13	47.5	3768254	1	1	PSNGR CAR
02			45	12	32.83	-123	13	47.5	3768255	0	2	PSNGR CAR
02			45	12	32.83	-123	13	47.5	3768255	0	2	PSNGR CAR
01	03		45	12	32.83	-123	13	47.5	3905608	1	1	PSNGR CAR
01	03		45	12	32.83	-123	13	47.5	3905609	0	2	PSNGR CAR

VHCL_USE_ SHORT_DESC	TRLR_QTY	VHCL_OWN SHP_SHORT _DESC	VHCL_MVM NT_SHORT_ DESC	VHCL_CMPS S_DIR_FRO M_SHORT_D ESC	VHCL_CMPS S_DIR_TO_S HORT_DESC	VHCL_ACTN _CD	VHCL_EVNT _1_CD	VHCL_EVNT _2_CD	VHCL_EVNT _3_CD	VHCL_CAUS E_1_CD	VHCL_CAUS E_2_CD	VHCL_CAUS E_3_CD	PARTIC_ID
NONE	9	N/A	TURN-L	E	S	007				00			4178102
NONE	0	PRVTE	STRGHT	N	S	015				00			4131335
NONE	0	PRVTE	STRGHT	E	W	000				00			4131336
NONE	0	PRVTE	STRGHT	E	W	000				00			4280395
NONE	0	PRVTE	STRGHT	S	N	000				00			4280396
NONE	0	PRVTE	STRGHT	S	N	000				00			4280397
NONE	1	PRVTE	STRGHT	N	S	000				00			4431943
NONE	0	PRVTE	STRGHT	W	E	000				00			4431944

STRIKG_PA RTIC_FLG	PARTIC_VH CL_SEQ_NO	PARTIC_TYP _CD	PARTIC_TYP _SHORT_DE SC	PARTIC_MV MNT_SHORT _DESC	PARTIC_CM PSS_DIR_FR OM_SHORT_ DESC	PARTIC_CM PSS_DIR_T O_SHORT_D ESC	INJ_SVRTY_ SHORT_DES C	AGE_VAL	SEX_CD	DRVR_LIC_S TAT_SHORT _DESC	DRVR_RES_ SHORT_DES C	PARTIC_AC TN_CD	NON_MOTR ST_LOC_SH ORT_DESC
0	1	1	DRVR				NONE	00	9	UNK	UNK	000	
0	1	1	DRVR				NONE	59	2	OR-Y	OR<25	000	
0	1	1	DRVR				INJB	56	2	OR-Y	OR<25	000	
0	1	1	DRVR				INJB	45	2	OR-Y	OR<25	000	
0	1	1	DRVR				INJC	22	2	OR-Y	OR<25	000	
0	2	2	PSNG				INJC	22	2			000	
0	1	1	DRVR				NONE	24	1	OR-Y	OR<25	000	
0	1	1	DRVR				INJC	66	2	OR-Y	OR<25	000	

PARTIC_ER R_1_CD	PARTIC_ER R_2_CD	PARTIC_ER R_3_CD	PARTIC_EV NT_1_CD	PARTIC_EV NT_2_CD	PARTIC_EV NT_3_CD	PARTIC_CA USE_1_CD	PARTIC_CA USE_2_CD	PARTIC_CA USE_3_CD	TOTAL_CRA SHES	TOTAL_RO WS
000						00			4	8
028						02			4	8
000						00			4	8
028						02			4	8
000						00			4	8
000						00			4	8
047	021					01	03		4	8
000						00			4	8

2ND ST at
FILBERT ST,
City of
McMinnville,
Yamhill
County, ALL
Crashes
Severity, ALL
Crashes
Circumstance
, 01/01/2020
to 12/31/2024

CRASH_ID	SER_NO	INVSTG_AG Y_SHORT_D ESC	CRASH_SPE ED_INVLV_F LG	ALCHL_INVL V_FLG	DRUG_INVL V_FLG	MJ_INVLV_FL G	SCHL_ZONE _IND	WRK_ZONE _IND	LANE RDWY DPRT CRASH FLG	UNLOCT FLG	CRASH_DT	CRASH_WK _DAY_CD
1885795	00575	NO RPT		0	0	0	0 0	0	N	FALSE	8/7/2020	6
1885795	00575	NO RPT		0	0	0	0 0	0	N	FALSE	8/7/2020	6
1885795	00575	NO RPT		0	0	0	0 0	0	N	FALSE	8/7/2020	6

CRASH_HR_C	CNTY_NM	CITY_SECT_NM	URB_AREA_SHORT_NM	HWY_NO	HWY_MED_NM	RDWY_NO	FC_CD	HWY_COMP_NT_CD	HWY_COMP_NT_SHORT_DESC	MLGE_TYP_CD	RD_CON_NO	LRS_VAL	MP_NO
7P	Yamhill	McMinnville	MCMINVL UA				16						
7P	Yamhill	McMinnville	MCMINVL UA				16						
7P	Yamhill	McMinnville	MCMINVL UA				16						

ST_NO	ST_NM	ISECT_ST_N O	ISECT_ST_N M	RD_CHAR_C D	RD_CHAR_S HORT_DESC_CD	CMPSS_DIR	CMPSS_DIR _FROM_CD	CMPSS_DIR _SHORT_DE SC	IMPCT_LOC _CD	ISECT_TYP_ SHORT_DES C	MEDN_TYP_ SHORT_DES C	TURNG_LEG _QTY	LN_QTY
00807	FILBERT ST	08002	2ND ST	1	INTER	6		SW	06	3-LEG			0
00807	FILBERT ST	08002	2ND ST	1	INTER	6		SW	06	3-LEG			0
00807	FILBERT ST	08002	2ND ST	1	INTER	6		SW	06	3-LEG			0

ISECT_REL_	TRAF_CNTL	OFF_RDWY_	RNDABT_FL	DRVWY_RE	WTHR_CON	RD_SURF_S	LGT_COND_	CRASH_TYP	COLLIS_TYP	CRASH_SVR	CRASH_EVN	CRASH_EVN	CRASH_EVN
FLG	_DEVICE_S	FLG	G	L_FLG	D_SHORT_D	HORT_DESC	SHORT_DES	_SHORT_DE	_SHORT_DE	TY_SHORT_	T_1_CD	T_2_CD	T_3_CD
	HORT_DESC				ESC		C	SC	SC	DESC			
0	UNKNOWN		0	0	0 CLR	DRY	DAY	S-1STOP	REAR	INJ	004		
0	UNKNOWN		0	0	0 CLR	DRY	DAY	S-1STOP	REAR	INJ	004		
0	UNKNOWN		0	0	0 CLR	DRY	DAY	S-1STOP	REAR	INJ	004		

CRASH_CAU SE_1_CD	CRASH_CAU SE_2_CD	CRASH_CAU SE_3_CD	LAT DEG NO	LAT MINUTE NO	LAT SEC NO	LONGTD DEG NO	LONGTD MINUTE NO	LONGTD SEC NO	VHCL_ID	STRIKG_VH CL_FLG	VHCL_CODE D_SEQ_NO	VHCL_TYP_ SHORT_DES C
29	07		45	12	32.9	-123	13	22.69	3548237	1	1	PSNGR CAR
29	07		45	12	32.9	-123	13	22.69	3548238	0	2	PSNGR CAR
29	07		45	12	32.9	-123	13	22.69	3548238	0	2	PSNGR CAR

VHCL_USE_ SHORT_DESC	TRLR_QTY	VHCL_OWN SHP_SHORT _DESC	VHCL_MVM NT_SHORT_ DESC	VHCL_CMPS S_DIR_FRO M_SHORT_D ESC	VHCL_CMPS S_DIR_TO_S HORT_DESC	VHCL_ACTN _CD	VHCL_EVNT _1_CD	VHCL_EVNT _2_CD	VHCL_EVNT _3_CD	VHCL_CAUS E_1_CD	VHCL_CAUS E_2_CD	VHCL_CAUS E_3_CD	PARTIC_ID
NONE		PRVTE	STRGHT	W	E	000				00			4038778
NONE		PRVTE	STOP	W	E	012	004			00			4038779
NONE		PRVTE	STOP	W	E	012	004			00			4038780

STRIKG_PA RTIC_FLG	PARTIC_VH CL_SEQ_NO	PARTIC_TYP _CD	PARTIC_TYP _SHORT_DE SC	PARTIC_MV MNT_SHORT _DESC	PARTIC_CM PSS_DIR_FR OM_SHORT_ DESC	PARTIC_CM PSS_DIR_T O_SHORT_D ESC	INJ_SVRTY_ SHORT_DES C	AGE_VAL	SEX_CD	DRVR_LIC_S TAT_SHORT _DESC	DRVR_RES_ SHORT_DES C	PARTIC_AC TN_CD	NON_MOTR ST_LOC_SH ORT_DESC
0	1	1	DRVR				NONE	00	1	UNK	UNK	000	
0	1	1	DRVR				NONE	50	1	OR-Y	OR<25	000	
0	2	2	PSNG				INJC	45	2			000	

PARTIC_ER R_1_CD	PARTIC_ER R_2_CD	PARTIC_ER R_3_CD	PARTIC_EV NT_1_CD	PARTIC_EV NT_2_CD	PARTIC_EV NT_3_CD	PARTIC_CA USE_1_CD	PARTIC_CA USE_2_CD	PARTIC_CA USE_3_CD	TOTAL_CRA SHES	TOTAL_RO WS
026						29	07		1	3
000						00			1	3
000						00			1	3

2ND ST at CYPRESS ST, City of McMinnville, Yamhill County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2020 to 12/31/2024

CRASH_ID	SER_NO	CRASH_DT	CRASH_WK _DAY_CD	CRASH_HR_ SHORT_DES _CD C	CMPSS_DIR CMPSS_DIR _SHORT_DE _CD SC	IMPCT_LOC IMPCT_LOC _CD	ISECT_TYP_ SHORT_DES _CD C	TRAF_CNTL _DEVICE_SH ORT_DESC	WTHR_CON D_SHORT_D ESC	RD_SURF_SHO RT_DESC	CRASH_TYP_S HORT_DESC	
1881900	00524	7/21/2020	3	11A	9	CN	04	CROSS	UNKNOWN	CLR	DRY	S-1STOP
1881900	00524	7/21/2020	3	11A	9	CN	04	CROSS	UNKNOWN	CLR	DRY	S-1STOP
1881900	00524	7/21/2020	3	11A	9	CN	04	CROSS	UNKNOWN	CLR	DRY	S-1STOP
1881900	00524	7/21/2020	3	11A	9	CN	04	CROSS	UNKNOWN	CLR	DRY	S-1STOP
1907247	00997	12/18/2020	6	8A	9	CN	02	CROSS	UNKNOWN	CLD	DRY	O-1 L-TURN
1907247	00997	12/18/2020	6	8A	9	CN	02	CROSS	UNKNOWN	CLD	DRY	O-1 L-TURN
1924527	01147	11/24/2021	4	10A	9	CN	02	CROSS	STOP SIGN	CLD	DRY	ANGL-OTH
1924527	01147	11/24/2021	4	10A	9	CN	02	CROSS	STOP SIGN	CLD	DRY	ANGL-OTH
1924527	01147	11/24/2021	4	10A	9	CN	02	CROSS	STOP SIGN	CLD	DRY	ANGL-OTH
1947024	00568	6/26/2021	7	1A	9	CN	01	CROSS	STOP SIGN	CLR	DRY	ANGL-OTH
1947024	00568	6/26/2021	7	1A	9	CN	01	CROSS	STOP SIGN	CLR	DRY	ANGL-OTH
2005345	01362	12/31/2022	7	5P	9	CN	02	CROSS	STOP SIGN	CLD	WET	ANGL-OTH
2005345	01362	12/31/2022	7	5P	9	CN	02	CROSS	STOP SIGN	CLD	WET	ANGL-OTH
2005345	01362	12/31/2022	7	5P	9	CN	02	CROSS	STOP SIGN	CLD	WET	ANGL-OTH
2035133	01077	10/9/2023	2	5P	9	CN	01	CROSS	STOP SIGN	CLD	DRY	O-1 L-TURN
2035133	01077	10/9/2023	2	5P	9	CN	01	CROSS	STOP SIGN	CLD	DRY	O-1 L-TURN
2036778	01195	11/9/2023	5	2P	9	CN	03	CROSS	STOP SIGN	RAIN	WET	ANGL-OTH
2036778	01195	11/9/2023	5	2P	9	CN	03	CROSS	STOP SIGN	RAIN	WET	ANGL-OTH
2036778	01195	11/9/2023	5	2P	9	CN	03	CROSS	STOP SIGN	RAIN	WET	ANGL-OTH
2054629	00969	9/13/2024	6	4P	9	CN	04	CROSS	STOP SIGN	CLR	DRY	ANGL-OTH
2054629	00969	9/13/2024	6	4P	9	CN	04	CROSS	STOP SIGN	CLR	DRY	ANGL-OTH
2054629	00969	9/13/2024	6	4P	9	CN	04	CROSS	STOP SIGN	CLR	DRY	ANGL-OTH
2059922	00172	2/28/2024	4	4P	9	CN	03	CROSS	STOP SIGN	RAIN	WET	O-1 L-TURN
2059922	00172	2/28/2024	4	4P	9	CN	03	CROSS	STOP SIGN	RAIN	WET	O-1 L-TURN
2059922	00172	2/28/2024	4	4P	9	CN	03	CROSS	STOP SIGN	RAIN	WET	O-1 L-TURN
2085618	01421	12/15/2024	1	6P	9	CN	04	CROSS	STOP SIGN	RAIN	WET	ANGL-OTH
2085618	01421	12/15/2024	1	6P	9	CN	04	CROSS	STOP SIGN	RAIN	WET	ANGL-OTH

COLLIS_TYP	CRASH_SVR	CRASH_EVN	CRASH_EVN	CRASH_EVN	CRASH_CAU	CRASH_CAU	CRASH_CAU	VHCL_ID	STRIKG_VH	VHCL_CODE	VHCL_TYP_	VHCL_USE_	TRLR_QTY
_SHORT_DE	TY_SHORT_	T_1_CD	T_2_CD	T_3_CD	SE_1_CD	SE_2_CD	SE_3_CD		CL_FLG	D_SEQ_NO	SHORT_DES	SHORT_DES	
SC	DESC										C	C	

REAR	INJ	013			07			3541156	1	1	PSNGR CAR	NONE	
REAR	INJ	013			07			3541157	0	2	PSNGR CAR	NONE	
REAR	INJ	013			07			3541157	0	2	PSNGR CAR	NONE	
REAR	INJ	013			07			3541158	0	3	PSNGR CAR	NONE	
TURN	PDO				02			3586189	1	1	PSNGR CAR	NONE	9
TURN	PDO				02			3586190	0	2	PSNGR CAR	NONE	9
TURN	INJ	129			04			3616800	1	1	PSNGR CAR	NONE	0
TURN	INJ	129			04			3616800	1	1	PSNGR CAR	NONE	0
TURN	INJ	129			04			3616801	0	2	PSNGR CAR	NONE	0
ANGL	PDO				04	01		3657483	1	1	PSNGR CAR	NONE	9
ANGL	PDO				04	01		3657484	0	2	PSNGR CAR	NONE	9
ANGL	INJ				02			3760601	1	1	PSNGR CAR	NONE	0
ANGL	INJ				02			3760601	1	1	PSNGR CAR	NONE	0
ANGL	INJ				02			3760602	0	2	PSNGR CAR	NONE	0
TURN	PDO				02			3814546	1	1	PSNGR CAR	NONE	9
TURN	PDO				02			3814547	0	2	PSNGR CAR	NONE	9
ANGL	INJ				02			3817581	1	1	PSNGR CAR	NONE	0
ANGL	INJ				02			3817581	1	1	PSNGR CAR	NONE	0
ANGL	INJ				02			3817582	0	2	PSNGR CAR	NONE	0
ANGL	INJ	129			03	27		3849538	1	1	PSNGR CAR	NONE	0
ANGL	INJ	129			03	27		3849538	1	1	PSNGR CAR	NONE	0
ANGL	INJ	129			03	27		3849539	0	2	PSNGR CAR	NONE	0
TURN	INJ	013			02	08		3858919	1	1	PSNGR CAR	NONE	0
TURN	INJ	013			02	08		3858920	0	2	PSNGR CAR	NONE	0
TURN	INJ	013			02	08		3858921	0	3	PSNGR CAR	NONE	0
ANGL	INJ				02			3905570	1	1	PSNGR CAR	NONE	0
ANGL	INJ				02			3905571	0	2	PSNGR CAR	NONE	0

VHCL_OWN SHP_SHORT _DESC	VHCL_MVM NT_SHORT_ DESC	VHCL_CMPS S_DIR_FRO M_SHORT_D ESC	VHCL_CMPS S_DIR_TO_S HORT_DESC	VHCL_ACTN _CD	VHCL_EVNT _1_CD	VHCL_EVNT _2_CD	VHCL_EVNT _3_CD	VHCL_CAUS E_1_CD	VHCL_CAUS E_2_CD	VHCL_CAUS E_3_CD	PARTIC_ID	STRIKG_PA RTIC_FLG	PARTIC_VH CL_SEQ_NO
PRVTE	STRGHT	W	E	000				00			4030189	0	1
PRVTE	STOP	W	E	011	013			00			4030190	0	1
PRVTE	STOP	W	E	011	013			00			4030191	0	2
PRVTE	STOP	W	E	012				00			4030192	0	1
N/A	STRGHT	W	E	000				00			4079677	0	1
N/A	TURN-L	E	S	088				00			4079678	0	1
PRVTE	STRGHT	S	N	000	129			00			4113880	0	1
PRVTE	STRGHT	S	N	000	129			00			4113881	0	2
PRVTE	TURN-L	E	S	015				00			4113882	0	1
N/A	STRGHT	N	S	000				00			4159937	0	1
N/A	STRGHT	E	W	000				00			4159938	0	1
PRVTE	STRGHT	E	W	000				00			4271414	0	1
PRVTE	STRGHT	E	W	000				00			4271415	0	2
PRVTE	STRGHT	S	N	000				00			4271416	0	1
N/A	STRGHT	N	S	000				00			4331323	0	1
N/A	TURN-L	S	W	000				00			4331324	0	1
PRVTE	STRGHT	W	E	000				00			4334709	0	1
PRVTE	STRGHT	W	E	000				00			4334710	0	2
PRVTE	STRGHT	N	S	000				00			4334711	0	1
PRVTE	STRGHT	W	E	000				00			4370083	0	1
PRVTE	STRGHT	W	E	000				00			4370084	0	2
PRVTE	STRGHT	S	N	000				00			4370085	0	1
PRVTE	STRGHT	W	E	000				00			4381126	0	1
PRVTE	TURN-L	E	S	000	013			00			4381127	0	1
PRVTE	STOP	S	N	022				00			4381128	0	1
PRVTE	STRGHT	W	E	000				00			4431903	0	1
PRVTE	STRGHT	S	N	000				00			4431904	0	1

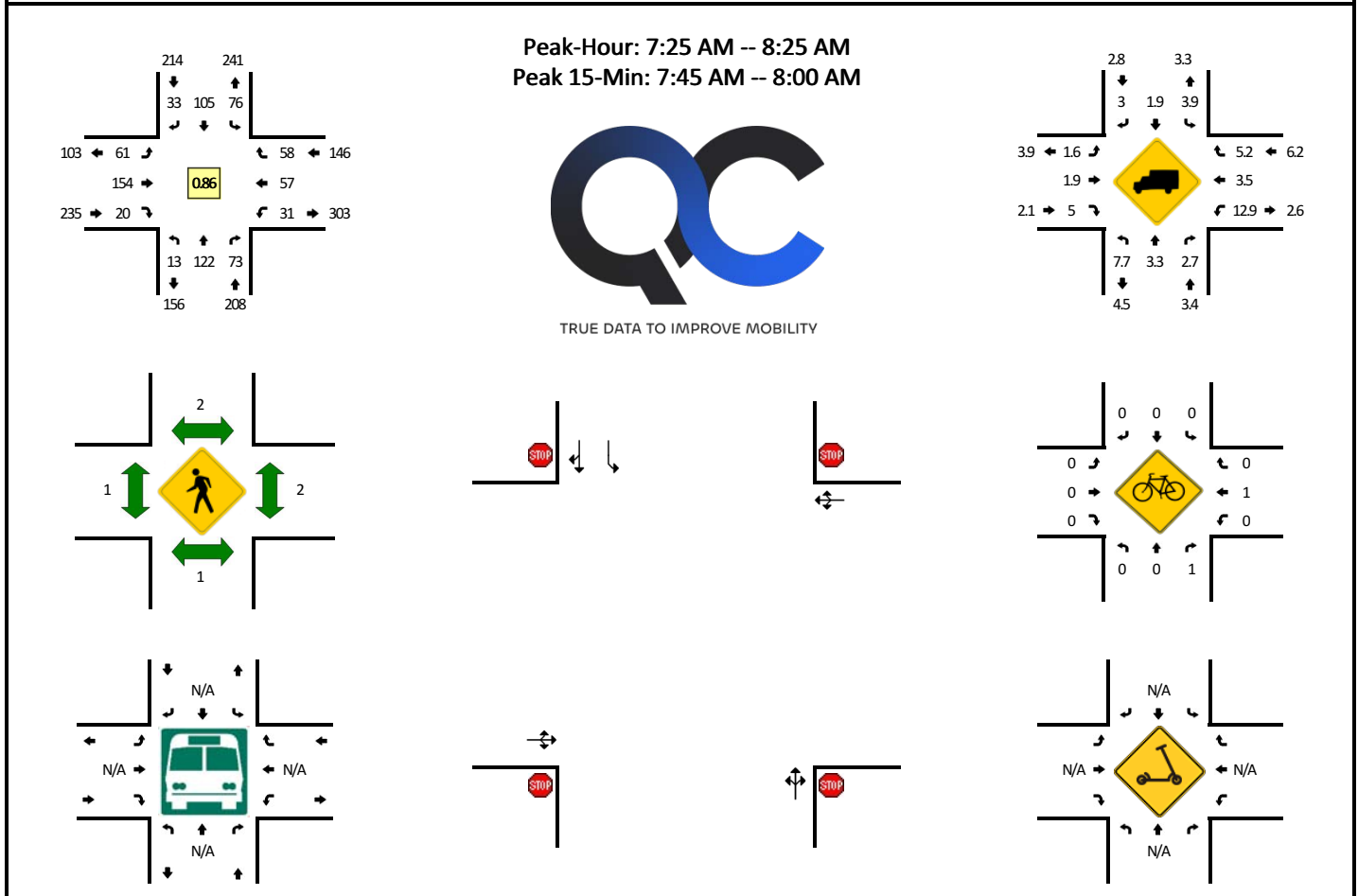
PARTIC_TYP_CD	PARTIC_TYP_SHORT_DESC	PARTIC_MV_MNT_SHORT_DESC	PARTIC_CM_PSS_DIR_FROM_SHORT_DESC	PARTIC_CM_PSS_DIR_TO_SHORT_DESC	INJ_SVRTY_C	AGE_VAL	SEX_CD	DRVR_LIC_STAT_SHORT_DESC	DRVR_RES_SHORT_DESC	PARTIC_ACT_N_CD	NON_MOTR_ST_LOC_SHORT_DESC	PARTIC_ER_R_1_CD	PARTIC_ER_R_2_CD
1	DRVR				NONE	27	1	OR-Y	OR<25	000		026	043
1	DRVR				NONE	68	1	OR-Y	OR<25	000		000	
2	PSNG				INJC	62	2			000		000	
1	DRVR				INJC	26	2	OR-Y	OR<25	000		000	
1	DRVR				NONE	00	9	UNK	UNK	000		000	
1	DRVR				NONE	00	9	UNK	UNK	000		000	
1	DRVR				INJC	72	1	OR-Y	OR<25	000		000	
2	PSNG				INJA	70	2			000		000	
1	DRVR				INJB	73	2	OR-Y	OR<25	000		020	
1	DRVR				NONE	00	9	UNK	UNK	000		000	
1	DRVR				NONE	00	9	UNK	UNK	000		000	
1	DRVR				NONE	42	1	OR-Y	OR<25	000		000	
2	PSNG				INJB	39	2			000		000	
1	DRVR				NONE	16	1	OR-Y	OR<25	000		028	
1	DRVR				NONE	00	9	UNK	UNK	000		000	
1	DRVR				NONE	00	9	UNK	UNK	000		000	
1	DRVR				INJC	22	1	OR-Y	OR<25	000		000	
2	PSNG				INJB	24	1			000		000	
1	DRVR				NONE	64	2	OR-Y	OR<25	000		028	
1	DRVR				NONE	21	1	OR-Y	OR<25	000		000	
2	PSNG				INJA	34	1			000		000	
1	DRVR				INJC	42	2	OR-Y	OR>25	000		021	016
1	DRVR				INJC	32	2	OR-Y	OR<25	000		000	
1	DRVR				NONE	19	1	OR-Y	OR<25	000		028	004
1	DRVR				NONE	60	1	OR-Y	OR<25	022		000	
1	DRVR				INJB	23	1	OR-Y	OR<25	000		000	
1	DRVR				INJB	31	1	OR-Y	OR<25	000		028	

PARTIC_ER R_3_CD	PARTIC_EV NT_1_CD	PARTIC_EV NT_2_CD	PARTIC_EV NT_3_CD	PARTIC_CA USE_1_CD	PARTIC_CA USE_2_CD	PARTIC_CA USE_3_CD	TOTAL_CRA SHES	TOTAL_RO WS
			07				10	27
			00				10	27
			00				10	27
			00				10	27
			00				10	27
			00				10	27
			00				10	27
			00				10	27
			04				10	27
			00				10	27
			00				10	27
			00				10	27
			02				10	27
			00				10	27
			00				10	27
			00				10	27
			00				10	27
			02				10	27
			00				10	27
			00				10	27
			03	27			10	27
			00				10	27
			02	08			10	27
			00				10	27
			00				10	27
			02				10	27

Appendix C: Traffic Counts

LOCATION: NW Hill Rd -- SW 2nd St
CITY/STATE: McMinnville, OR

QC JOB #: 17592001
DATE: Tue, May 5 2026

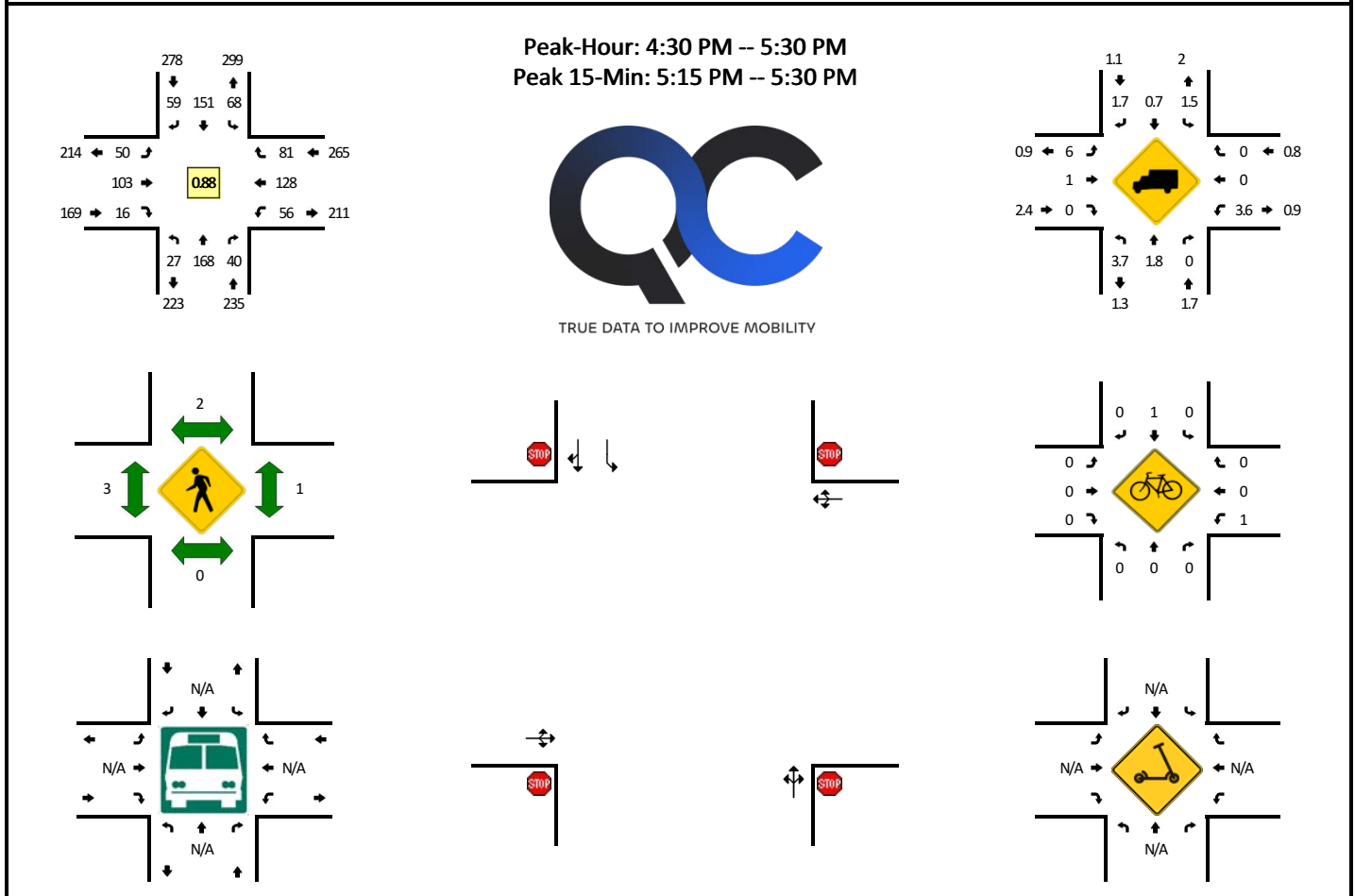


5-Min Count Period Beginning At	NW Hill Rd (Northbound)				NW Hill Rd (Southbound)				SW 2nd St (Eastbound)				SW 2nd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	6	1	0	1	11	2	0	2	4	0	0	1	2	1	0	32	
7:05 AM	1	3	3	0	4	19	0	0	2	3	3	0	2	0	3	0	43	
7:10 AM	0	9	1	0	2	5	1	0	4	4	1	0	2	7	0	0	36	
7:15 AM	0	10	6	0	11	7	1	0	3	8	1	0	0	2	2	0	51	
7:20 AM	0	7	2	0	6	11	1	0	3	9	1	0	2	2	1	0	45	
7:25 AM	1	6	6	0	3	3	2	0	3	10	3	0	0	2	4	0	43	
7:30 AM	0	9	2	0	4	10	1	0	6	9	2	0	0	2	6	0	51	
7:35 AM	0	3	9	0	7	8	3	0	7	18	2	0	4	3	2	0	66	
7:40 AM	3	11	8	0	10	12	2	0	6	13	2	0	2	5	3	0	77	
7:45 AM	1	10	5	0	4	10	5	0	8	20	1	0	0	4	5	0	73	
7:50 AM	1	14	8	0	13	9	2	0	6	15	1	0	3	6	5	0	83	
7:55 AM	1	16	8	0	5	8	2	0	8	17	3	0	4	2	4	0	78	678
8:00 AM	3	9	7	0	2	8	2	0	1	13	2	0	4	8	10	0	69	715
8:05 AM	0	13	1	0	7	12	4	0	3	12	1	0	6	7	5	0	71	743
8:10 AM	0	9	7	0	8	8	4	0	6	12	2	0	4	3	6	0	69	776
8:15 AM	3	11	5	0	6	11	4	0	5	12	1	0	3	4	2	0	67	792
8:20 AM	0	11	7	0	7	6	2	0	2	3	0	0	1	11	6	0	56	803
8:25 AM	1	3	3	0	5	6	4	0	3	3	0	0	4	5	1	0	38	798
8:30 AM	1	4	5	0	6	8	4	0	3	4	0	0	3	3	2	0	43	790
8:35 AM	2	5	0	0	8	4	6	0	5	6	0	0	2	10	2	0	50	774
8:40 AM	2	5	2	0	5	6	1	0	3	12	1	0	3	6	3	0	49	746
8:45 AM	0	6	3	0	5	9	2	0	5	7	1	0	1	6	4	0	49	722
8:50 AM	3	11	6	0	4	13	1	0	3	5	5	0	1	3	0	0	55	694
8:55 AM	1	8	1	0	4	9	2	0	5	6	1	0	2	2	5	0	46	662
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	12	160	84	0	88	108	36	0	88	208	20	0	28	48	56	0	936	
Heavy Trucks	0	4	4		4	4	4		0	8	0		8	0	4		40	
Buses																		
Pedestrians	0	0			0	0			0	0			4				4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

Comments:

LOCATION: NW Hill Rd -- SW 2nd St
CITY/STATE: McMinnville, OR

QC JOB #: 17592002
DATE: Tue, May 5 2026

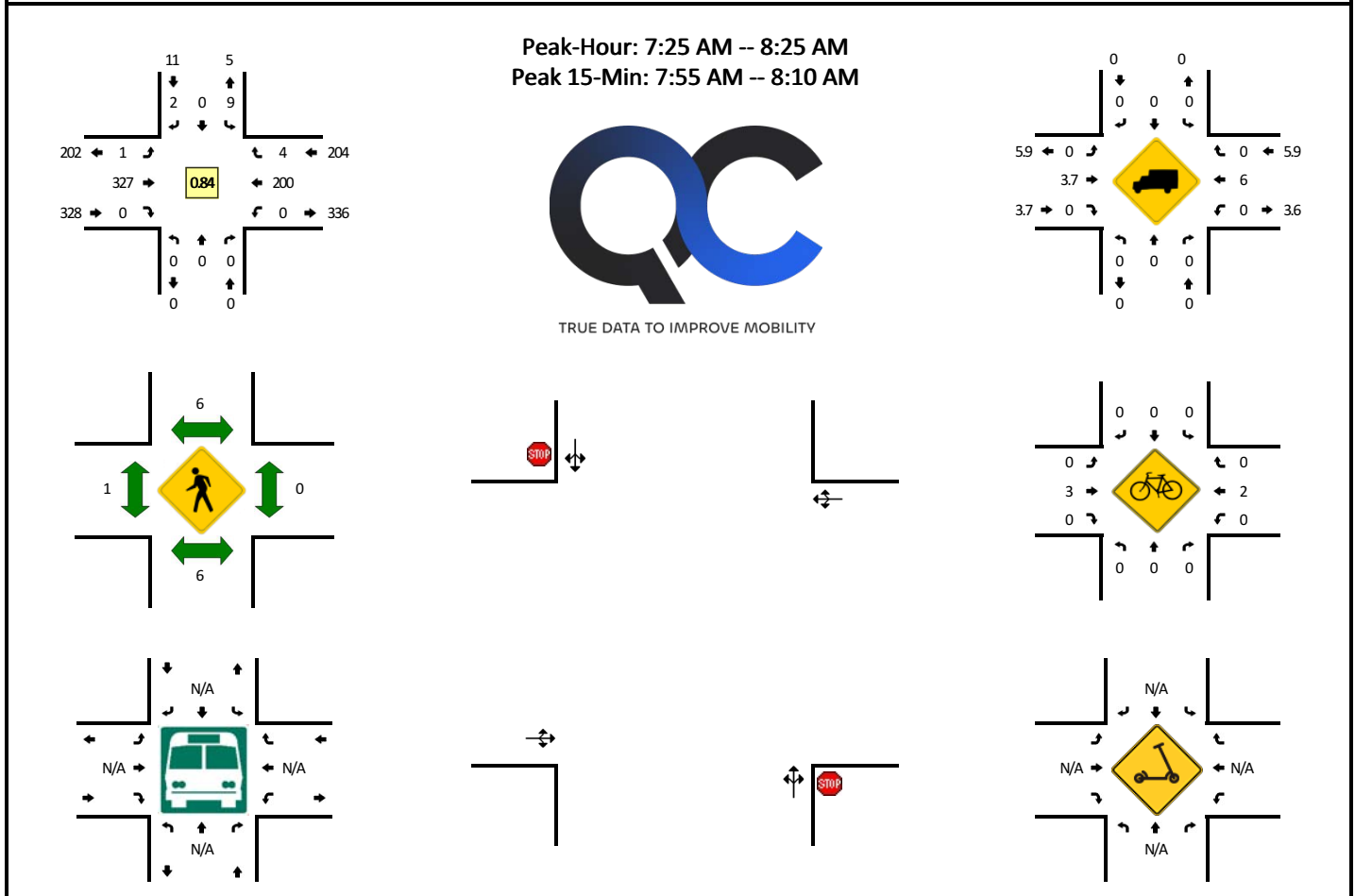


5-Min Count Period Beginning At	NW Hill Rd (Northbound)				NW Hill Rd (Southbound)				SW 2nd St (Eastbound)				SW 2nd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	20	6	0	8	10	4	0	3	4	0	0	5	8	6	0	75	
4:05 PM	3	11	1	0	3	6	4	0	4	9	0	0	6	9	8	0	64	
4:10 PM	1	12	2	0	5	7	4	0	7	8	0	0	5	10	6	0	67	
4:15 PM	6	11	3	0	5	7	3	0	5	5	0	0	0	8	4	0	57	
4:20 PM	3	10	3	0	6	9	4	0	3	6	4	0	1	6	9	0	64	
4:25 PM	1	14	0	0	2	10	5	0	3	10	2	0	5	9	7	0	68	
4:30 PM	0	12	4	0	11	11	1	0	5	8	2	0	7	11	8	0	80	
4:35 PM	3	15	3	0	6	10	9	0	2	15	0	0	5	7	8	0	83	
4:40 PM	3	17	2	0	5	12	5	0	7	6	1	0	2	7	4	0	71	
4:45 PM	2	20	5	0	6	11	2	0	2	6	1	0	8	9	2	0	74	
4:50 PM	4	1	4	0	5	13	6	0	7	9	2	0	4	7	5	0	67	
4:55 PM	2	16	4	0	6	8	3	0	1	7	2	0	2	8	8	0	67	837
5:00 PM	2	16	2	0	9	12	6	0	0	11	1	0	2	6	8	0	75	837
5:05 PM	2	15	2	0	2	9	9	0	6	8	1	0	6	16	2	0	78	851
5:10 PM	3	14	2	0	2	18	2	0	2	10	1	0	6	9	15	0	84	868
5:15 PM	4	15	7	0	5	13	5	0	6	11	3	0	2	11	5	0	87	898
5:20 PM	1	14	4	0	8	18	7	0	5	5	1	0	5	15	9	0	92	926
5:25 PM	1	13	1	0	3	16	4	0	7	7	1	0	7	22	7	0	89	947
5:30 PM	3	18	6	0	5	11	3	0	2	7	0	0	1	5	8	0	69	936
5:35 PM	0	13	3	0	7	13	3	0	2	6	1	0	9	7	2	0	66	919
5:40 PM	2	12	5	0	2	13	9	0	5	4	3	0	3	8	5	0	71	919
5:45 PM	2	8	2	0	4	16	3	0	6	8	1	0	2	8	6	0	66	911
5:50 PM	2	15	3	0	7	10	5	0	5	7	2	0	6	11	4	0	77	921
5:55 PM	2	9	3	0	3	14	4	0	7	5	0	0	0	5	2	0	54	908
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	24	168	48	0	64	188	64	0	72	92	20	0	56	192	84	0	1072	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	
Buses																		
Pedestrians		0				0				0				4			4	
Bicycles	0	0	0		0	0	0		0	0	0		4	0	0		4	
Scooters																		

Comments:

LOCATION: NW Country Ct/SW Almond Ct -- NW 2nd St
CITY/STATE: McMinnville, OR

QC JOB #: 17592003
DATE: Tue, May 5 2026

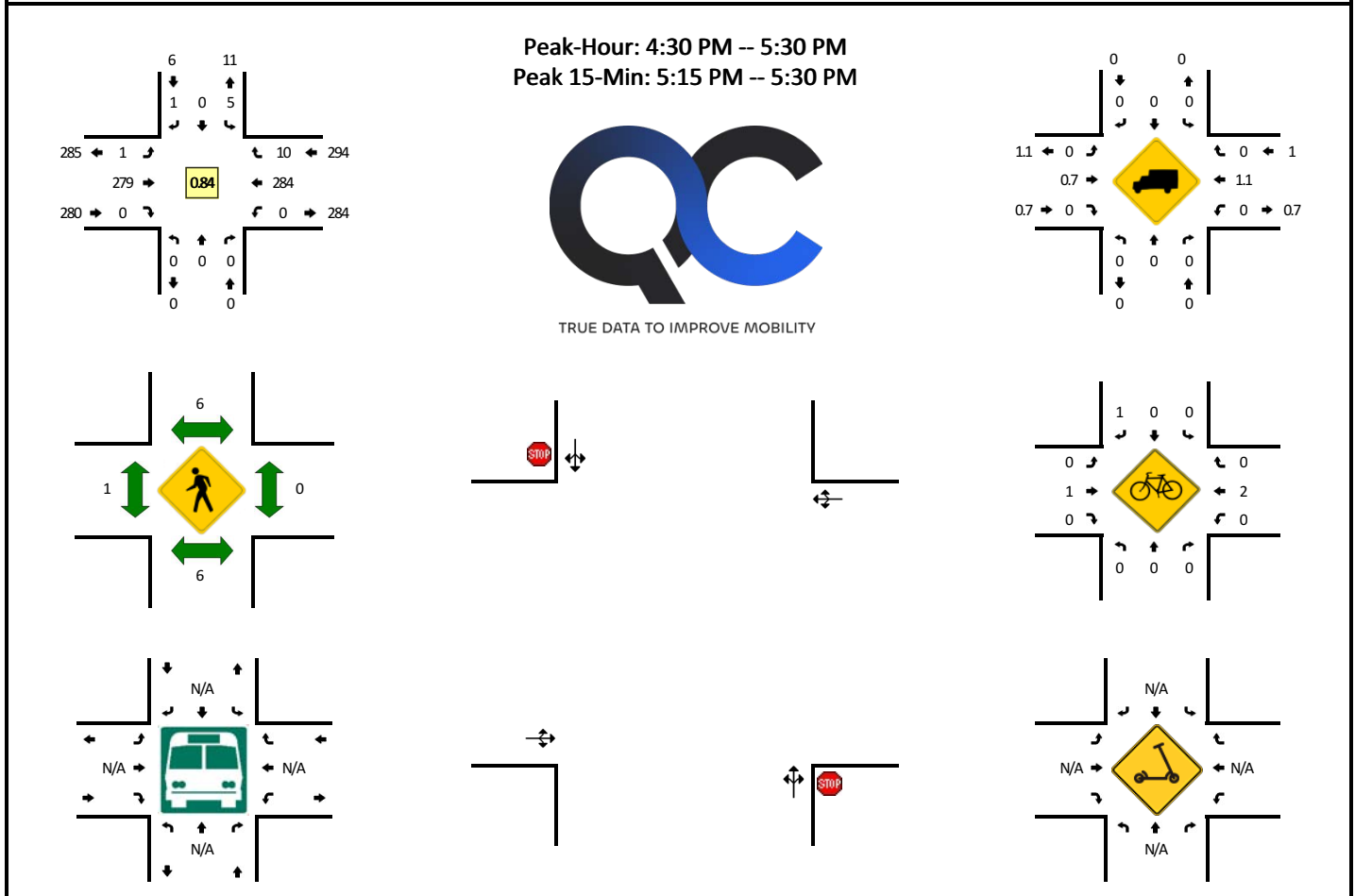


5-Min Count Period Beginning At	NW Country Ct/SW Almond Ct (Northbound)				NW Country Ct/SW Almond Ct (Southbound)				NW 2nd St (Eastbound)				NW 2nd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	1	0	0	0	0	7	0	0	0	10	0	0	18	
7:05 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	8	0	0	15	
7:10 AM	0	0	0	0	1	0	0	0	0	10	0	0	0	9	0	0	20	
7:15 AM	0	0	0	0	3	0	0	0	0	24	0	0	0	8	0	0	35	
7:20 AM	0	0	0	0	1	0	0	0	0	21	0	0	0	9	0	0	31	
7:25 AM	0	0	0	0	1	0	0	0	0	20	0	0	0	11	0	0	32	
7:30 AM	0	0	0	0	2	0	0	0	0	19	0	0	0	11	1	0	33	
7:35 AM	0	0	0	0	0	0	0	0	0	31	0	0	0	12	0	0	43	
7:40 AM	0	0	0	0	2	0	0	0	0	33	0	0	0	11	0	0	46	
7:45 AM	0	0	0	0	1	0	0	0	0	33	0	0	0	14	1	0	49	
7:50 AM	0	0	0	0	0	0	0	0	0	36	0	0	0	17	0	0	53	
7:55 AM	0	0	0	0	0	0	0	0	0	33	0	0	0	20	0	0	53	428
8:00 AM	0	0	0	0	0	0	0	0	0	25	0	0	0	28	0	0	53	463
8:05 AM	0	0	0	0	0	0	1	0	0	30	0	0	0	24	1	0	56	504
8:10 AM	0	0	0	0	1	0	0	0	0	24	0	0	0	17	0	0	42	526
8:15 AM	0	0	0	0	0	0	0	0	0	25	0	0	0	13	0	0	38	529
8:20 AM	0	0	0	0	2	0	1	0	1	18	0	0	0	22	1	0	45	543
8:25 AM	0	0	0	0	0	0	0	0	0	13	0	0	0	10	0	0	23	534
8:30 AM	0	0	0	0	0	0	0	0	0	17	0	0	0	13	0	0	30	531
8:35 AM	0	0	0	0	0	0	0	0	1	10	0	0	0	18	0	0	29	517
8:40 AM	0	0	0	0	1	0	0	0	0	25	0	0	0	10	3	0	39	510
8:45 AM	0	0	0	0	2	0	0	0	0	18	0	0	0	10	1	0	31	492
8:50 AM	0	0	0	0	1	0	0	0	0	16	0	0	0	14	0	0	31	470
8:55 AM	0	0	0	0	0	0	0	0	0	11	0	0	0	11	1	0	23	440
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	0	0	4	0	0	352	0	0	0	288	4	0	648	
Heavy Trucks	0	0	0	0	0	0	0	0	0	28	0	0	0	24	0	0	52	
Buses																		
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	
Scooters																		

Comments:

LOCATION: NW Country Ct/SW Almond Ct -- NW 2nd St
CITY/STATE: McMinnville, OR

QC JOB #: 17592004
DATE: Tue, May 5 2026

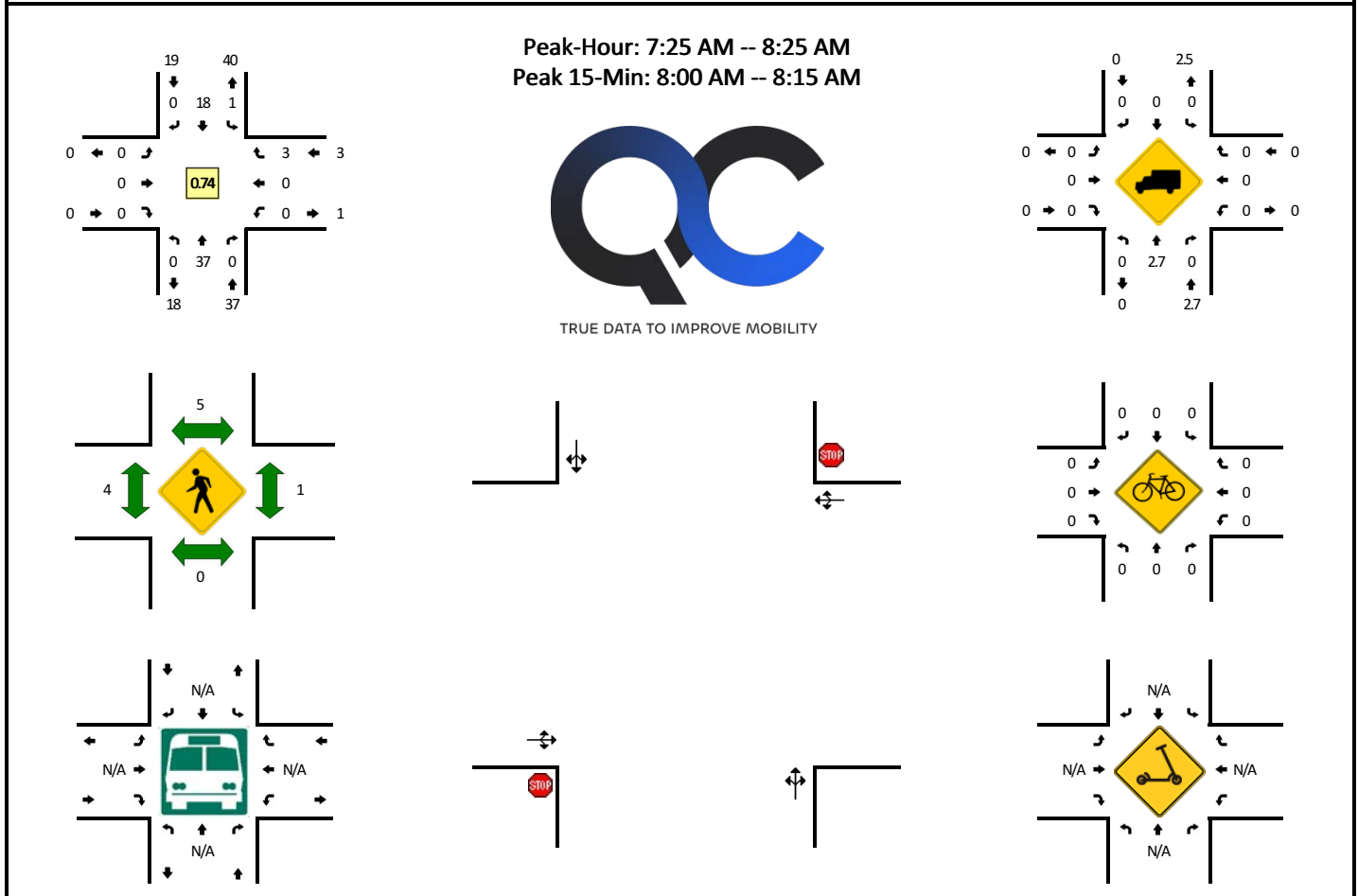


5-Min Count Period Beginning At	NW Country Ct/SW Almond Ct (Northbound)				NW Country Ct/SW Almond Ct (Southbound)				NW 2nd St (Eastbound)				NW 2nd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	3	0	1	0	0	0	1	20	0	0	0	26	1	0	52	
4:05 PM	0	0	0	0	0	0	0	0	0	18	0	0	0	28	0	0	46	
4:10 PM	0	0	0	0	0	0	1	0	0	19	0	0	0	22	1	0	43	
4:15 PM	0	0	0	0	1	0	0	0	0	18	0	0	0	25	1	0	45	
4:20 PM	0	0	0	0	0	0	0	0	0	16	0	0	0	19	2	0	37	
4:25 PM	0	0	0	0	1	0	0	0	0	19	0	0	0	29	1	0	50	
4:30 PM	0	0	0	0	0	0	1	0	0	33	0	0	0	23	4	0	61	
4:35 PM	0	0	0	0	0	0	0	0	0	29	0	0	0	22	1	0	52	
4:40 PM	0	0	0	0	0	0	0	0	1	18	0	0	0	19	0	0	38	
4:45 PM	0	0	0	0	3	0	0	0	0	17	0	0	0	18	1	0	39	
4:50 PM	0	0	0	0	1	0	0	0	0	22	0	0	0	16	1	0	40	
4:55 PM	0	0	0	0	0	0	0	0	0	21	0	0	0	24	1	0	46	549
5:00 PM	0	0	0	0	0	0	0	0	0	21	0	0	0	17	0	0	38	535
5:05 PM	0	0	0	0	0	0	0	0	0	23	0	0	0	21	0	0	44	533
5:10 PM	0	0	0	0	0	0	0	0	0	22	0	0	0	28	0	0	50	540
5:15 PM	0	0	0	0	0	0	0	0	0	33	0	0	0	23	1	0	57	552
5:20 PM	0	0	0	0	1	0	0	0	0	25	0	0	0	36	1	0	63	578
5:25 PM	0	0	0	0	0	0	0	0	0	15	0	0	0	37	0	0	52	580
5:30 PM	0	0	0	0	0	0	0	0	0	17	0	0	0	20	0	0	37	556
5:35 PM	0	0	0	0	0	0	0	0	0	23	0	0	0	17	0	0	40	544
5:40 PM	0	0	0	0	0	0	0	0	0	14	0	0	0	17	1	0	32	538
5:45 PM	0	0	0	0	0	0	0	0	0	15	0	0	0	14	0	0	29	528
5:50 PM	0	0	0	0	0	0	0	0	0	21	0	0	0	25	1	0	47	535
5:55 PM	0	0	0	0	0	0	0	0	0	11	0	0	0	8	0	0	19	508
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	4	0	0	0	0	292	0	0	0	384	8	0	688	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	
Buses																		
Pedestrians	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	16	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	
Scooters																		

Comments:

LOCATION: SW Filbert St -- SW Almond Ct
CITY/STATE: McMinnville, OR

QC JOB #: 17592005
DATE: Tue, May 5 2026

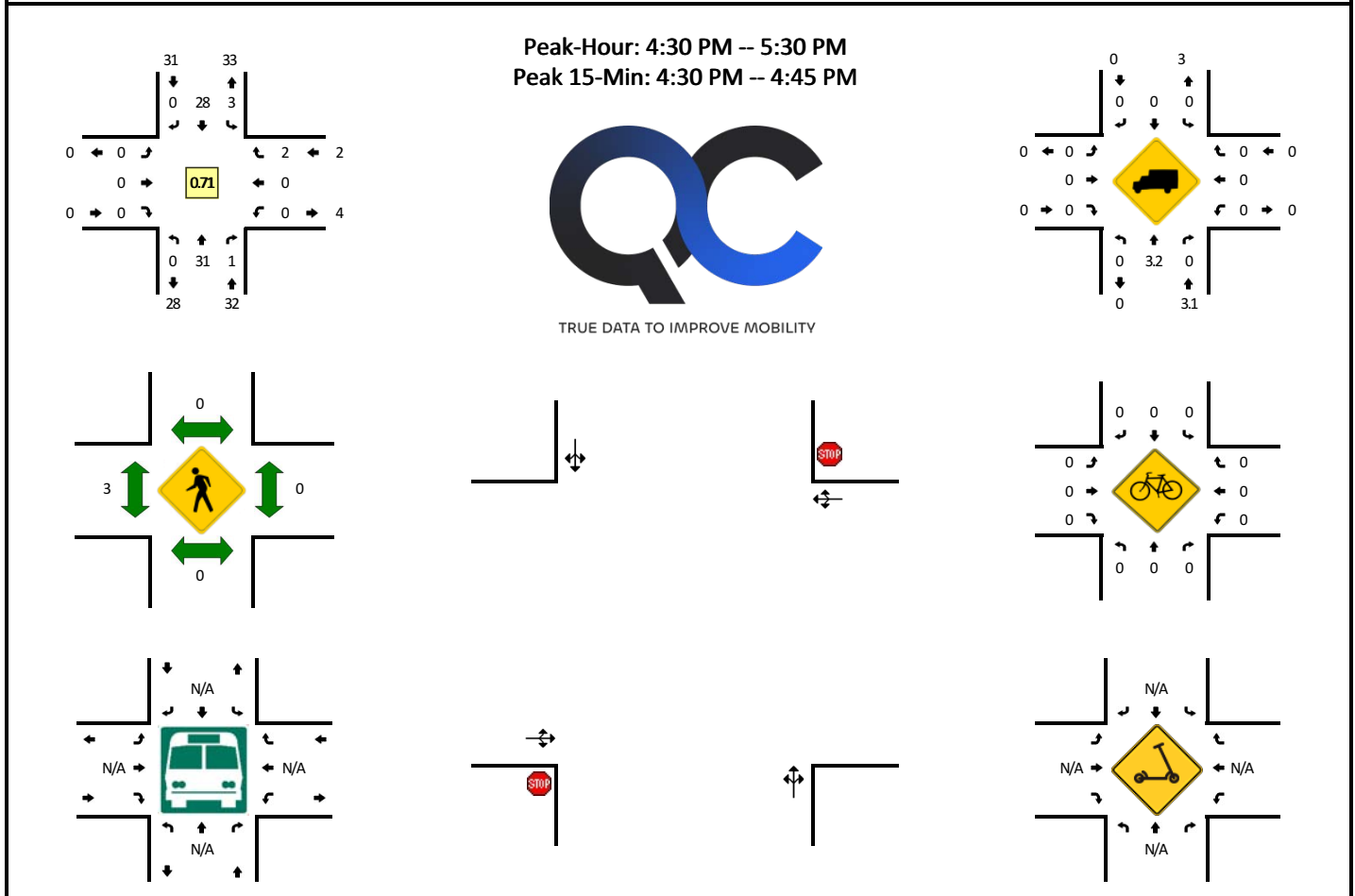


5-Min Count Period Beginning At	SW Filbert St (Northbound)				SW Filbert St (Southbound)				SW Almond Ct (Eastbound)				SW Almond Ct (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	
7:05 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	
7:10 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	
7:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	3	
7:20 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
7:25 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	
7:30 AM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5	
7:35 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	
7:40 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
7:45 AM	0	6	0	0	0	1	0	0	0	0	0	0	0	0	0	0	7	
7:50 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	
7:55 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	48
8:00 AM	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6	49
8:05 AM	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6	52
8:10 AM	0	4	0	0	0	3	0	0	0	0	0	0	0	0	1	0	8	57
8:15 AM	0	1	0	0	1	4	0	0	0	0	0	0	0	0	0	0	6	60
8:20 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	59
8:25 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	59
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	55
8:35 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	54
8:40 AM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	1	0	6	54
8:45 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	50
8:50 AM	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	0	7	53
8:55 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	52
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	44	0	0	0	32	0	0	0	0	0	0	0	0	4	0	80	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Scooters	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

LOCATION: SW Filbert St -- SW Almond Ct
CITY/STATE: McMinnville, OR

QC JOB #: 17592006
DATE: Tue, May 5 2026

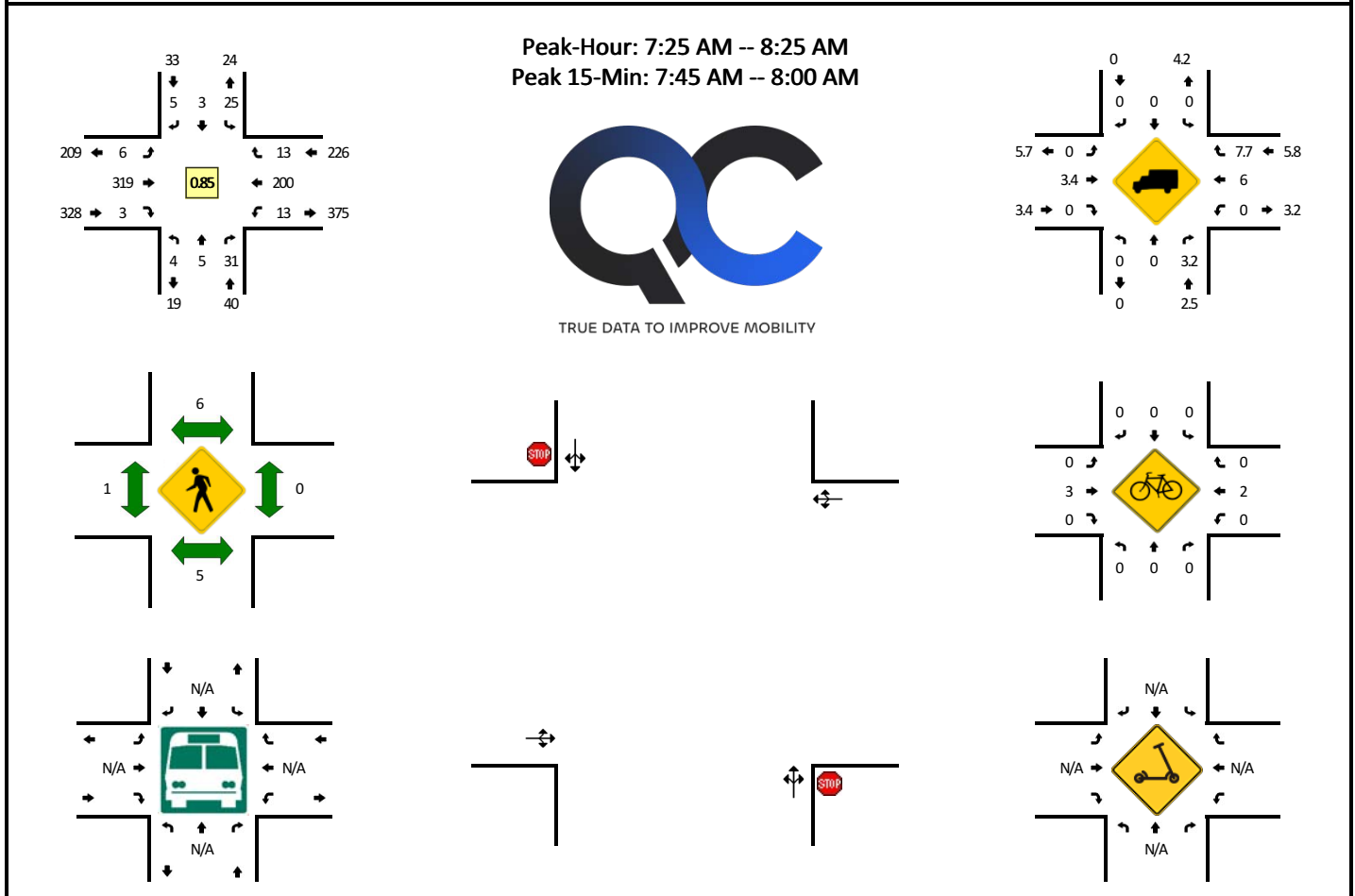


5-Min Count Period Beginning At	SW Filbert St (Northbound)				SW Filbert St (Southbound)				SW Almond Ct (Eastbound)				SW Almond Ct (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	2	0	0	0	1	0	0	0	0	0	0	1	0	0	0	4	
4:05 PM	0	3	1	0	0	3	0	0	0	0	0	0	0	0	0	0	7	
4:10 PM	0	3	0	0	1	4	0	0	0	0	0	0	0	0	0	0	8	
4:15 PM	0	4	0	0	1	2	0	0	0	0	0	0	0	0	0	0	7	
4:20 PM	0	3	1	0	1	2	0	0	0	0	0	0	0	0	0	0	7	
4:25 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	
4:30 PM	0	6	1	0	0	3	0	0	0	0	0	0	0	0	0	0	10	
4:35 PM	0	7	0	0	1	0	0	0	0	0	0	0	0	0	0	0	8	
4:40 PM	0	2	0	0	1	2	0	0	0	0	0	0	0	0	0	0	5	
4:45 PM	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7	
4:50 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4	
4:55 PM	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	4	74
5:00 PM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	75
5:05 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4	72
5:10 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	3	67
5:15 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6	66
5:20 PM	0	2	0	0	0	4	0	0	0	0	0	0	0	0	1	0	7	66
5:25 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	65
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55
5:35 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	1	0	5	52
5:40 PM	0	1	0	0	1	5	0	0	0	0	0	0	0	0	0	0	7	54
5:45 PM	0	1	1	0	0	3	0	0	0	0	0	0	1	0	0	0	6	53
5:50 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	52
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	60	4	0	8	20	0	0	0	0	0	0	0	0	0	0	92	
Heavy Trucks	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
Buses																		
Pedestrians	0	0			0	0			12				0	0			12	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

Comments:

LOCATION: NW Meadows Dr/SW Filbert St -- NW 2nd St
CITY/STATE: McMinnville, OR

QC JOB #: 17592007
DATE: Tue, May 5 2026

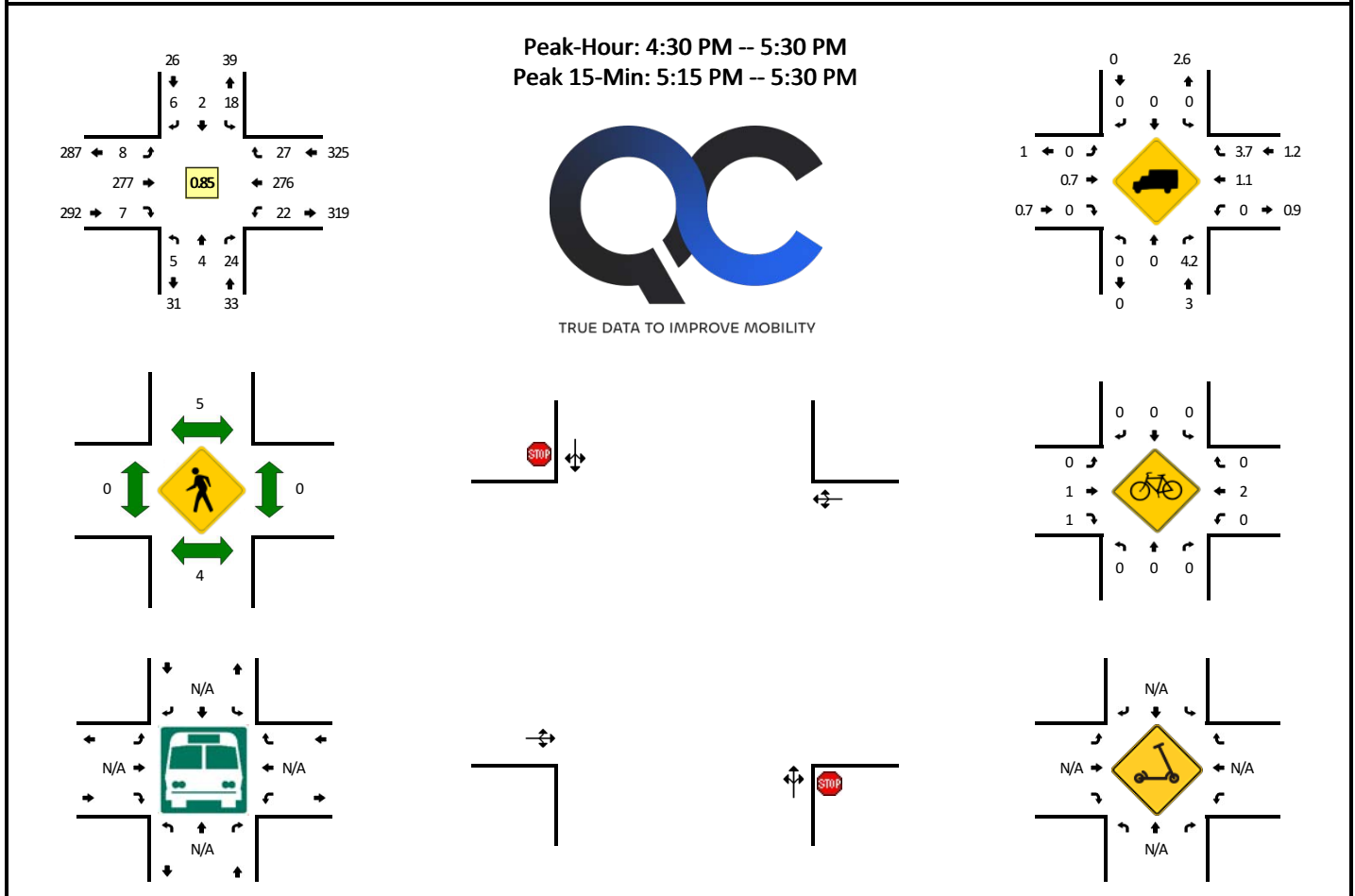


5-Min Count Period Beginning At	NW Meadows Dr/SW Filbert St (Northbound)				NW Meadows Dr/SW Filbert St (Southbound)				NW 2nd St (Eastbound)				NW 2nd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	4	0	3	0	1	0	1	8	0	0	1	9	1	0	28	
7:05 AM	0	1	1	0	0	1	1	0	0	7	0	0	0	7	0	0	18	
7:10 AM	1	0	1	0	2	0	0	0	0	11	0	0	1	8	1	0	25	
7:15 AM	1	0	0	0	2	1	0	0	0	24	0	0	0	9	0	0	37	
7:20 AM	0	0	3	0	1	0	0	0	0	25	0	0	0	8	0	0	37	
7:25 AM	1	0	2	0	1	0	1	0	1	20	0	0	0	10	0	0	36	
7:30 AM	2	0	1	0	3	0	0	0	0	21	0	0	2	10	0	0	39	
7:35 AM	0	1	2	0	2	0	1	0	0	31	0	0	0	12	2	0	51	
7:40 AM	0	1	5	0	3	0	1	0	0	30	0	0	0	9	1	0	50	
7:45 AM	0	1	5	0	6	1	1	0	1	35	0	0	0	14	1	0	65	
7:50 AM	0	0	3	0	3	0	0	0	2	31	0	0	1	20	1	0	61	
7:55 AM	0	1	2	0	1	0	0	0	0	33	0	0	1	20	1	0	59	506
8:00 AM	0	0	5	0	1	0	0	0	1	23	0	0	1	29	4	0	64	542
8:05 AM	1	0	1	0	1	1	1	0	1	28	1	0	2	22	1	0	60	584
8:10 AM	0	1	4	0	1	0	0	0	0	22	2	0	1	17	1	0	49	608
8:15 AM	0	0	1	0	3	0	0	0	0	25	0	0	5	13	1	0	48	619
8:20 AM	0	0	0	0	0	1	0	0	0	20	0	0	0	24	0	0	45	627
8:25 AM	0	0	2	0	0	0	0	0	0	14	0	0	1	10	0	0	27	618
8:30 AM	0	0	1	0	3	0	1	0	0	16	0	0	0	11	1	0	33	612
8:35 AM	0	0	1	0	1	0	0	0	0	10	0	0	1	17	0	0	30	591
8:40 AM	0	0	3	0	1	0	1	0	0	27	0	0	3	15	0	0	50	591
8:45 AM	0	2	1	0	0	0	0	0	2	17	0	0	1	8	1	0	32	558
8:50 AM	0	1	2	0	2	2	1	0	0	16	0	0	1	13	0	0	38	535
8:55 AM	1	0	3	0	1	0	0	0	0	11	0	0	0	14	1	0	31	507
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	8	40	0	40	4	4	0	12	396	0	0	8	216	12	0	740	
Heavy Trucks	0	0	0		0	0	0		0	20	0		0	12	0		32	
Buses																		
Pedestrians	0	0				16			0	0			0	0			16	
Bicycles	0	0	0		0	0	0		0	4	0		0	4	0		8	
Scooters																		

Comments:

LOCATION: NW Meadows Dr/SW Filbert St -- NW 2nd St
CITY/STATE: McMinnville, OR

QC JOB #: 17592008
DATE: Tue, May 5 2026

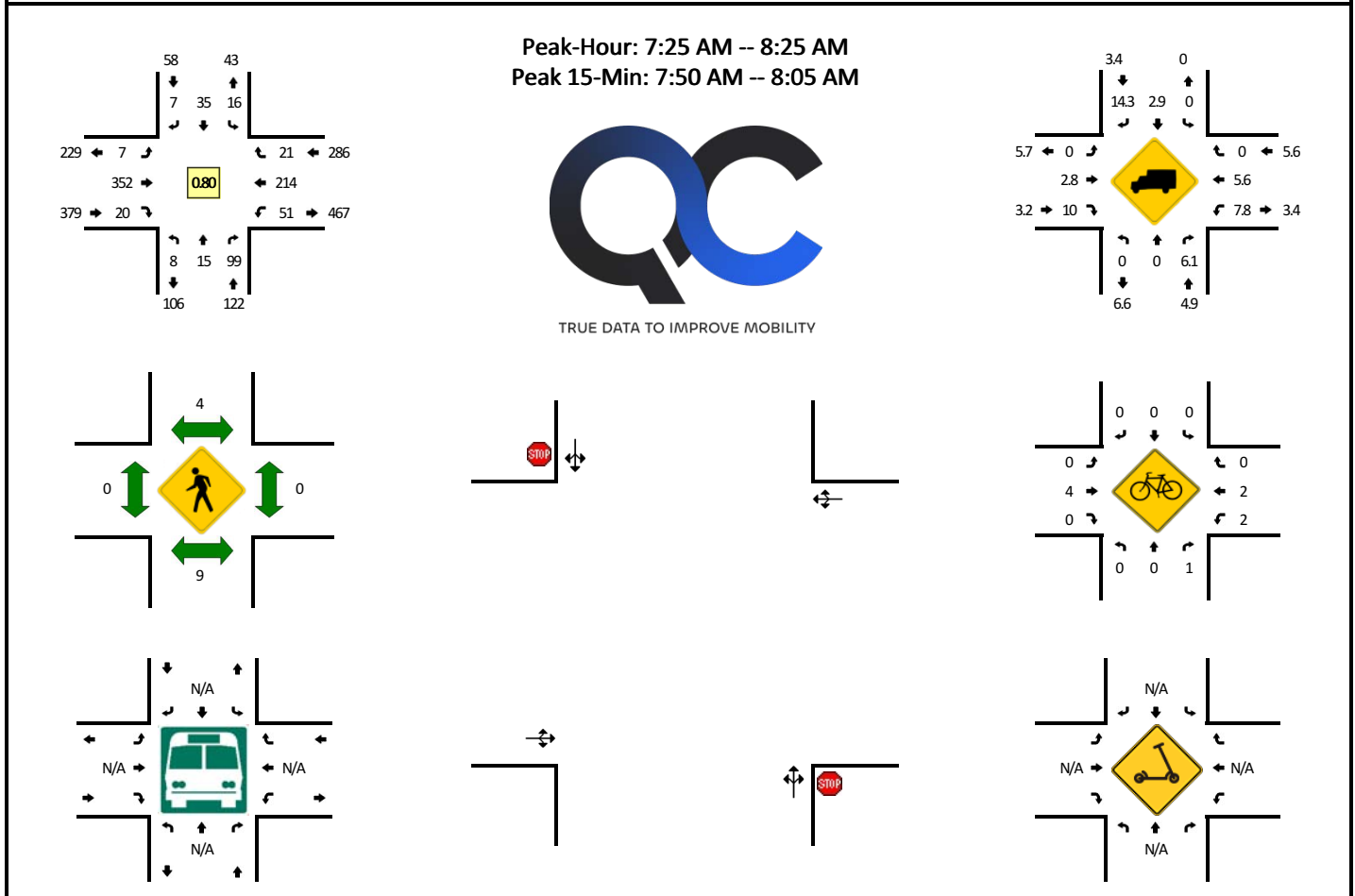


5-Min Count Period Beginning At	NW Meadows Dr/SW Filbert St (Northbound)				NW Meadows Dr/SW Filbert St (Southbound)				NW 2nd St (Eastbound)				NW 2nd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	2	0	1	0	0	0	2	22	0	0	1	26	2	0	56	
4:05 PM	1	0	2	0	1	0	1	0	0	17	1	0	2	27	1	0	53	
4:10 PM	2	0	1	0	2	1	0	0	0	18	2	0	2	21	4	0	53	
4:15 PM	2	0	2	0	2	0	0	0	0	18	1	0	2	24	0	0	51	
4:20 PM	2	0	1	0	2	0	0	0	0	14	2	0	1	20	1	0	43	
4:25 PM	1	0	0	0	2	0	1	0	1	20	0	0	2	30	3	0	60	
4:30 PM	1	0	5	0	3	0	1	0	0	29	2	0	1	21	2	0	65	
4:35 PM	1	0	5	0	0	1	0	0	0	30	0	0	0	24	0	0	61	
4:40 PM	0	1	2	0	1	0	0	0	0	18	1	0	3	17	2	0	45	
4:45 PM	0	0	4	0	1	0	0	0	1	22	0	0	3	20	2	0	53	
4:50 PM	0	1	0	0	2	0	0	0	2	21	0	0	3	16	0	0	45	
4:55 PM	1	0	0	0	2	0	0	0	0	20	1	0	2	23	3	0	52	637
5:00 PM	1	1	2	0	3	0	0	0	1	19	0	0	1	19	3	0	50	631
5:05 PM	0	0	1	0	2	0	1	0	1	23	2	0	1	19	4	0	54	632
5:10 PM	0	0	1	0	1	0	2	0	1	21	0	0	2	23	2	0	53	632
5:15 PM	0	1	1	0	0	1	0	0	1	35	0	0	2	24	4	0	69	650
5:20 PM	0	0	2	0	1	0	2	0	1	22	1	0	3	36	3	0	71	678
5:25 PM	1	0	1	0	2	0	0	0	0	17	0	0	1	34	2	0	58	676
5:30 PM	0	0	0	0	1	0	0	0	1	15	0	0	0	21	1	0	39	650
5:35 PM	0	0	1	0	2	0	0	0	0	23	0	0	4	16	2	0	48	637
5:40 PM	0	0	1	0	1	1	1	0	0	14	0	0	5	17	2	0	42	634
5:45 PM	0	0	1	0	1	0	0	0	0	14	0	0	4	16	2	0	38	619
5:50 PM	0	0	1	0	0	0	0	0	0	22	1	0	1	24	0	0	49	623
5:55 PM	0	0	0	0	2	0	0	0	1	10	0	0	0	9	1	0	23	594
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	4	16	0	12	4	8	0	8	296	4	0	24	376	36	0	792	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	
Buses																		
Pedestrians		0				12				0				0			12	
Bicycles	0	0	0		0	0	0		0	0	0		0	4	0		4	
Scooters																		

Comments:

LOCATION: NW Cypress St -- NW 2nd St
CITY/STATE: McMinnville, OR

QC JOB #: 17592009
DATE: Tue, May 5 2026

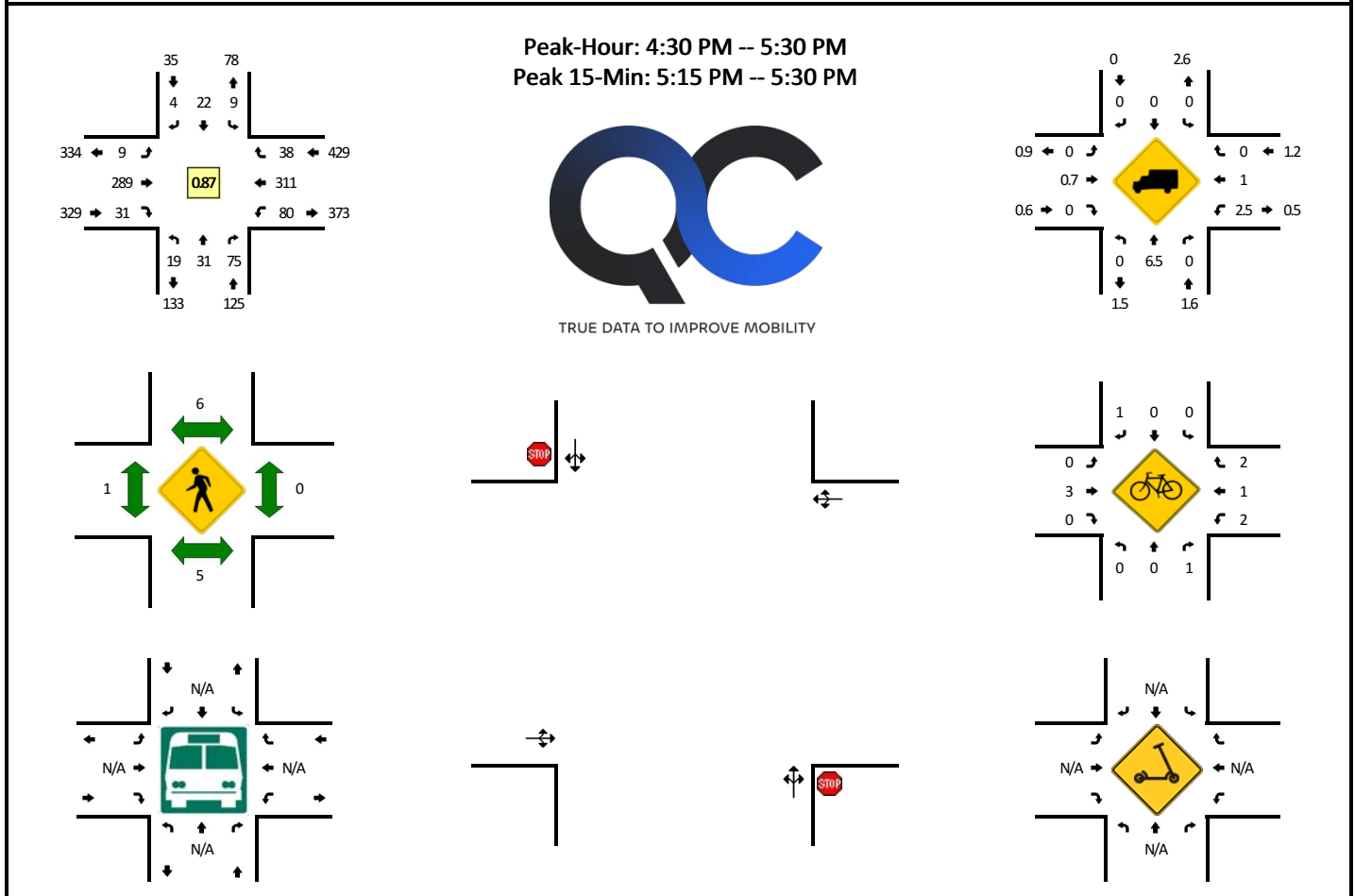


5-Min Count Period Beginning At	NW Cypress St (Northbound)				NW Cypress St (Southbound)				NW 2nd St (Eastbound)				NW 2nd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	3	0	1	0	0	0	0	0	0	12	2	0	0	9	1	0	28	
7:05 AM	1	0	1	0	1	2	1	0	0	9	0	0	1	5	0	0	21	
7:10 AM	0	0	2	0	1	1	0	0	0	15	0	0	3	9	0	0	31	
7:15 AM	1	0	4	0	1	1	0	0	0	21	5	0	6	8	0	0	47	
7:20 AM	1	1	2	0	3	1	0	0	0	27	3	0	1	7	1	0	47	
7:25 AM	2	0	5	0	0	5	0	0	2	20	1	0	0	8	0	0	43	
7:30 AM	0	1	4	0	3	2	0	0	1	23	2	0	1	14	0	0	51	
7:35 AM	1	3	9	0	1	4	1	0	0	35	0	0	6	10	0	0	70	
7:40 AM	0	2	12	0	1	1	1	0	1	32	3	0	5	9	1	0	68	
7:45 AM	0	0	11	0	1	2	0	0	0	47	1	0	8	15	1	0	86	
7:50 AM	0	2	11	0	1	5	0	0	0	30	5	0	4	26	5	0	89	
7:55 AM	1	0	13	0	3	2	1	0	1	37	1	0	4	18	1	0	82	663
8:00 AM	1	2	11	0	0	2	1	0	0	28	1	0	8	33	5	0	92	727
8:05 AM	2	3	11	0	1	2	0	0	0	28	1	0	5	22	6	0	81	787
8:10 AM	1	0	7	0	2	2	0	0	1	27	1	0	5	20	1	0	67	823
8:15 AM	0	1	1	0	2	4	1	0	1	23	3	0	3	18	1	0	58	834
8:20 AM	0	1	4	0	1	4	2	0	0	22	1	0	2	21	0	0	58	845
8:25 AM	1	3	2	0	1	2	0	0	0	13	3	0	3	9	1	0	38	840
8:30 AM	2	1	1	0	1	3	1	0	0	18	2	0	3	11	1	0	44	833
8:35 AM	2	1	2	0	1	1	0	0	0	12	1	0	4	19	3	0	46	809
8:40 AM	0	2	1	0	1	3	0	0	1	28	1	0	3	18	0	0	58	799
8:45 AM	0	1	3	0	0	1	0	0	0	18	1	0	5	11	1	0	41	754
8:50 AM	1	0	1	0	2	0	0	0	0	22	1	0	1	14	0	0	42	707
8:55 AM	2	1	4	0	2	4	0	0	0	12	4	0	2	12	1	0	44	669
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	8	16	140	0	16	36	8	0	4	380	28	0	64	308	44	0	1052	
Heavy Trucks	0	0	8		0	4	4		0	20	4		0	24	0		64	
Buses																		
Pedestrians	0	0			4				0				0				4	
Bicycles	0	0	0		0	0	0		0	0	0		0	8	0		8	
Scooters																		

Comments:

LOCATION: NW Cypress St -- NW 2nd St
CITY/STATE: McMinnville, OR

QC JOB #: 17592010
DATE: Tue, May 5 2026



5-Min Count Period Beginning At	NW Cypress St (Northbound)				NW Cypress St (Southbound)				NW 2nd St (Eastbound)				NW 2nd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	2	6	0	2	1	3	0	0	24	2	0	8	24	2	0	77	
4:05 PM	1	3	4	0	1	3	2	0	1	19	2	0	12	31	2	0	81	
4:10 PM	2	3	3	0	3	3	1	0	0	17	3	0	7	27	0	0	69	
4:15 PM	0	4	7	0	3	1	1	0	0	19	3	0	4	27	1	0	70	
4:20 PM	4	4	2	0	1	1	0	0	0	19	2	0	9	18	0	0	60	
4:25 PM	3	0	9	0	1	2	0	0	0	19	0	0	8	31	5	0	78	
4:30 PM	1	3	3	0	1	2	0	0	0	32	4	0	5	25	2	0	78	
4:35 PM	0	1	6	0	1	2	1	0	1	35	2	0	5	23	2	0	79	
4:40 PM	2	5	5	0	1	2	1	0	1	21	2	0	5	20	1	0	66	
4:45 PM	1	1	8	0	1	2	0	0	0	23	3	0	10	26	3	0	78	
4:50 PM	1	3	5	0	2	3	0	0	0	23	1	0	5	17	5	0	65	
4:55 PM	6	3	7	0	0	2	0	0	2	22	0	0	9	21	3	0	75	876
5:00 PM	0	2	6	0	0	5	0	0	0	21	3	0	5	22	5	0	69	868
5:05 PM	2	2	10	0	1	0	1	0	0	26	3	0	6	24	0	0	75	862
5:10 PM	1	2	7	0	2	2	1	0	1	19	2	0	6	25	2	0	70	863
5:15 PM	1	2	8	0	0	2	0	0	1	31	5	0	10	31	6	0	97	890
5:20 PM	1	4	2	0	0	0	0	0	0	20	5	0	9	40	4	0	85	915
5:25 PM	3	3	8	0	0	0	0	0	3	16	1	0	5	37	5	0	81	918
5:30 PM	3	3	0	0	0	2	2	0	0	14	2	0	11	19	0	0	56	896
5:35 PM	1	3	3	0	0	0	0	0	1	21	4	0	3	20	3	0	59	876
5:40 PM	1	4	7	0	1	2	0	0	1	16	1	0	6	21	2	0	62	872
5:45 PM	1	6	4	0	0	3	1	0	0	14	4	0	9	22	0	0	64	858
5:50 PM	1	4	8	0	0	3	0	0	0	20	3	0	3	22	1	0	65	858
5:55 PM	0	4	4	0	1	0	0	0	0	9	4	0	6	13	4	0	45	828
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	20	36	72	0	0	8	0	0	16	268	44	0	96	432	60	0	1052	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	
Buses																		
Pedestrians		0				12				0				0			12	
Bicycles	0	0	0		0	0	0		0	0	0		4	0	4		8	
Scooters																		

Comments:

Appendix D: Existing Traffic Conditions Worksheets

Intersection Level Of Service Report
Intersection 1: NW Hill Rd / SW 2nd St

Control Type: All-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 11.7
 Level Of Service: B
 Volume to Capacity (v/c): 0.427

Intersection Setup

Name	SW Hill Rd			NW Hill Rd			NW 2nd St			NW 2nd St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	10.00	10.00	10.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SW Hill Rd			NW Hill Rd			NW 2nd St			NW 2nd St		
Base Volume Input [veh/h]	13	122	73	76	105	33	61	154	20	31	57	58
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	8.00	3.00	3.00	4.00	2.00	3.00	2.00	2.00	5.00	13.00	4.00	5.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	122	73	76	105	33	61	154	20	31	57	58
Peak Hour Factor	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	35	21	22	31	10	18	45	6	9	17	17
Total Analysis Volume [veh/h]	15	142	85	88	122	38	71	179	23	36	66	67
Pedestrian Volume [ped/h]	1			2			1			2		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	642	534	596	639	630
Degree of Utilization, x	0.38	0.16	0.27	0.43	0.27

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.75	0.59	1.08	2.14	1.08
95th-Percentile Queue Length [ft]	43.79	14.64	26.96	53.42	26.97
Approach Delay [s/veh]	11.95	10.87		12.76	10.79
Approach LOS	B	B		B	B
Intersection Delay [s/veh]	11.69				
Intersection LOS	B				

Intersection Level Of Service Report
Intersection 2: NW Country Ct / NW 2nd St

Control Type:	Two-way stop	Delay (sec / veh):	13.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.025

Intersection Setup

Name	NW Country Ct		NW 2nd St		NW 2nd St	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	11.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	NW Country Ct		NW 2nd St		NW 2nd St	
Base Volume Input [veh/h]	9	2	1	327	200	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	4.00	6.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	2	1	327	200	4
Peak Hour Factor	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	1	0	97	60	1
Total Analysis Volume [veh/h]	11	2	1	389	238	5
Pedestrian Volume [ped/h]	6		1		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.37	9.77	7.73	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.11	2.11	0.04	0.04	0.00	0.00
d_A, Approach Delay [s/veh]	12.82		0.02		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.27					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 3: SW Almond Ct / NW 2nd St

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	SW Almond Ct		NW 2nd St		NW 2nd St	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	11.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	SW Almond Ct		NW 2nd St		NW 2nd St	
Base Volume Input [veh/h]	0	0	336	0	0	204
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	4.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	336	0	0	204
Peak Hour Factor	0.8438	0.8438	0.8438	0.8438	0.8438	0.8438
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	100	0	0	60
Total Analysis Volume [veh/h]	0	0	398	0	0	242
Pedestrian Volume [ped/h]	6		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.24	10.56	0.00	0.00	8.11	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.90		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 4: SW Filbert St / NW 2nd St

Control Type:	Two-way stop	Delay (sec / veh):	13.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

Intersection Setup

Name	SW Filbert St		NW 2nd St		NW 2nd St	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	11.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	SW Filbert St		NW 2nd St		NW 2nd St	
Base Volume Input [veh/h]	4	36	325	3	16	205
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	4.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	36	325	3	16	205
Peak Hour Factor	0.8924	0.8924	0.8924	0.8924	0.8924	0.8924
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	10	91	1	4	57
Total Analysis Volume [veh/h]	4	40	364	3	18	230
Pedestrian Volume [ped/h]	5		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.06	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	13.69	10.79	0.00	0.00	8.04	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.22	0.22	0.00	0.00	0.03	0.03
95th-Percentile Queue Length [ft/ln]	5.53	5.53	0.00	0.00	0.76	0.76
d_A, Approach Delay [s/veh]	11.06		0.00		0.58	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.96					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 5: SW Filbert St / SW Almond Ct

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	SW Filbert St			SW Filbert St			SW Almond Ct			SW Almond Ct		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SW Filbert St			SW Filbert St			SW Almond Ct			SW Almond Ct		
Base Volume Input [veh/h]	0	37	0	1	18	0	0	0	0	0	0	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	37	0	1	18	0	0	0	0	0	0	3
Peak Hour Factor	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	13	0	0	6	0	0	0	0	0	0	1
Total Analysis Volume [veh/h]	0	50	0	1	24	0	0	0	0	0	0	4
Pedestrian Volume [ped/h]	0			5			4			1		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.26	0.00	0.00	7.30	0.00	0.00	9.04	9.45	8.43	8.95	9.47	8.58
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.04	0.04	0.04	0.00	0.00	0.00	0.30	0.30	0.30
d_A, Approach Delay [s/veh]	0.00			0.29			8.97			8.58		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.53											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 6: NW Meadows Dr / NW 2nd St

Control Type:	Two-way stop	Delay (sec / veh):	14.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.063

Intersection Setup

Name	NW Meadows Dr		NW 2nd St		NW 2nd St	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	11.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	NW Meadows Dr		NW 2nd St		NW 2nd St	
Base Volume Input [veh/h]	25	8	11	350	213	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	4.00	6.00	8.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	8	11	350	213	13
Peak Hour Factor	0.9118	0.9118	0.9118	0.9118	0.9118	0.9118
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	2	3	96	58	4
Total Analysis Volume [veh/h]	27	9	12	384	234	14
Pedestrian Volume [ped/h]	6		1		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.01	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	14.04	10.16	7.75	0.00	0.00	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.24	0.24	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	6.03	6.03	0.50	0.50	0.00	0.00
d_A, Approach Delay [s/veh]	13.07		0.23		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.83					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 7: SW Cypress St / NW 2nd St

Control Type:	Two-way stop	Delay (sec / veh):	34.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.124

Intersection Setup

Name	SW Cypress St			NW Cypress St			NW 2nd St			NW 2nd St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	11.00	11.00	11.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			6.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SW Cypress St			NW Cypress St			NW 2nd St			NW 2nd St		
Base Volume Input [veh/h]	8	15	99	16	35	7	7	352	20	51	214	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	6.00	0.00	3.00	14.00	0.00	3.00	10.00	8.00	6.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	15	99	16	35	7	7	352	20	51	214	21
Peak Hour Factor	0.8000	0.8000	0.8000	0.8000	0.8000	0.8000	0.8000	0.8000	0.8000	0.8000	0.8000	0.8000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	5	31	5	11	2	2	110	6	16	67	7
Total Analysis Volume [veh/h]	10	19	124	20	44	9	9	440	25	64	268	26
Pedestrian Volume [ped/h]	9			4			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.08	0.21	0.12	0.18	0.01	0.01	0.00	0.00	0.06	0.00	0.00
d_M, Delay for Movement [s/veh]	27.78	23.30	15.16	34.22	26.30	16.85	7.85	0.00	0.00	8.51	0.00	0.00
Movement LOS	D	C	C	D	D	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.48	1.48	1.48	1.28	1.28	1.28	0.02	0.02	0.02	0.11	0.11	0.11
95th-Percentile Queue Length [ft/ln]	36.95	36.95	36.95	32.09	32.09	32.09	0.38	0.38	0.38	2.81	2.81	2.81
d_A, Approach Delay [s/veh]	17.00			27.30			0.15			1.52		
Approach LOS	C			D			A			A		
d_I, Intersection Delay [s/veh]	4.92											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 1: NW Hill Rd / SW 2nd St

Control Type: All-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 13.7
 Level Of Service: B
 Volume to Capacity (v/c): 0.497

Intersection Setup

Name	SW Hill Rd			NW Hill Rd			NW 2nd St			NW 2nd St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	10.00	10.00	10.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SW Hill Rd			NW Hill Rd			NW 2nd St			NW 2nd St		
Base Volume Input [veh/h]	27	168	40	68	151	59	50	103	16	56	128	81
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.00	2.00	0.00	1.00	1.00	2.00	6.00	1.00	0.00	4.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	168	40	68	151	59	50	103	16	56	128	81
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	48	11	19	43	17	14	29	5	16	36	23
Total Analysis Volume [veh/h]	31	191	45	77	172	67	57	117	18	64	145	92
Pedestrian Volume [ped/h]	0			2			3			1		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	585	509	565	567	605
Degree of Utilization, x	0.46	0.15	0.42	0.34	0.50

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	2.38	0.53	2.09	1.49	2.77
95th-Percentile Queue Length [ft]	59.44	13.24	52.27	37.29	69.18
Approach Delay [s/veh]	14.22	13.02		12.58	14.69
Approach LOS	B	B		B	B
Intersection Delay [s/veh]	13.71				
Intersection LOS	B				

Intersection Level Of Service Report

Intersection 2: NW Country Ct / NW 2nd St

Control Type:	Two-way stop	Delay (sec / veh):	13.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.014

Intersection Setup

Name	NW Country Ct		NW 2nd St		NW 2nd St	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	11.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	NW Country Ct		NW 2nd St		NW 2nd St	
Base Volume Input [veh/h]	5	1	1	279	284	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	1.00	1.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	1	1	279	284	10
Peak Hour Factor	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	83	85	3
Total Analysis Volume [veh/h]	6	1	1	332	338	12
Pedestrian Volume [ped/h]	6		1		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.82	10.33	7.98	0.00	0.00	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.21	1.21	0.04	0.04	0.00	0.00
d_A, Approach Delay [s/veh]	13.32		0.02		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.15					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 3: SW Almond Ct / NW 2nd St

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	SW Almond Ct		NW 2nd St		NW 2nd St	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	11.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	SW Almond Ct		NW 2nd St		NW 2nd St	
Base Volume Input [veh/h]	0	0	284	0	0	294
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	1.00	0.00	0.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	284	0	0	294
Peak Hour Factor	0.8195	0.8195	0.8195	0.8195	0.8195	0.8195
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	87	0	0	90
Total Analysis Volume [veh/h]	0	0	347	0	0	359
Pedestrian Volume [ped/h]	6		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	14.01	10.21	0.00	0.00	7.98	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.11		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 4: SW Filbert St / NW 2nd St

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 14.6
 Level Of Service: B
 Volume to Capacity (v/c): 0.015

Intersection Setup

Name	SW Filbert St		NW 2nd St		NW 2nd St	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	11.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	SW Filbert St		NW 2nd St		NW 2nd St	
Base Volume Input [veh/h]	5	28	285	7	24	282
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	4.00	1.00	0.00	0.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	28	285	7	24	282
Peak Hour Factor	0.8764	0.8764	0.8764	0.8764	0.8764	0.8764
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	8	81	2	7	80
Total Analysis Volume [veh/h]	6	32	325	8	27	322
Pedestrian Volume [ped/h]	4		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.05	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	14.57	10.51	0.00	0.00	7.96	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.19	0.19	0.00	0.00	0.05	0.05
95th-Percentile Queue Length [ft/ln]	4.86	4.86	0.00	0.00	1.14	1.14
d_A, Approach Delay [s/veh]	11.15		0.00		0.62	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.89					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 5: SW Filbert St / SW Almond Ct

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	SW Filbert St			SW Filbert St			SW Almond Ct			SW Almond Ct		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SW Filbert St			SW Filbert St			SW Almond Ct			SW Almond Ct		
Base Volume Input [veh/h]	0	31	1	3	28	0	0	0	0	0	0	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	31	1	3	28	0	0	0	0	0	0	2
Peak Hour Factor	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	11	0	1	10	0	0	0	0	0	0	1
Total Analysis Volume [veh/h]	0	44	1	4	39	0	0	0	0	0	0	3
Pedestrian Volume [ped/h]	0			0			3			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.28	0.00	0.00	7.29	0.00	0.00	9.07	9.53	8.49	9.03	9.54	8.50
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.01	0.01	0.01	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.17	0.17	0.17	0.00	0.00	0.00	0.22	0.22	0.22
d_A, Approach Delay [s/veh]	0.00			0.68			9.03			8.50		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.60											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 6: NW Meadows Dr / NW 2nd St

Control Type:	Two-way stop	Delay (sec / veh):	14.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.051

Intersection Setup

Name	NW Meadows Dr		NW 2nd St		NW 2nd St	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	11.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	NW Meadows Dr		NW 2nd St		NW 2nd St	
Base Volume Input [veh/h]	18	8	12	301	298	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	1.00	1.00	4.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	8	12	301	298	27
Peak Hour Factor	0.9022	0.9022	0.9022	0.9022	0.9022	0.9022
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	2	3	83	83	7
Total Analysis Volume [veh/h]	20	9	13	334	330	30
Pedestrian Volume [ped/h]	5		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.01	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	14.63	10.72	8.02	0.00	0.00	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.20	0.20	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	5.07	5.07	0.55	0.55	0.00	0.00
d_A, Approach Delay [s/veh]	13.41		0.30		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.67					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 7: SW Cypress St / NW 2nd St

Control Type:	Two-way stop	Delay (sec / veh):	33.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.068

Intersection Setup

Name	SW Cypress St			NW Cypress St			NW 2nd St			NW 2nd St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	11.00	11.00	11.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			6.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SW Cypress St			NW Cypress St			NW 2nd St			NW 2nd St		
Base Volume Input [veh/h]	19	31	75	9	22	4	9	289	31	80	311	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	6.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00	1.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	31	75	9	22	4	9	289	31	80	311	38
Peak Hour Factor	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	9	22	3	6	1	3	83	9	23	89	11
Total Analysis Volume [veh/h]	22	36	86	10	25	5	10	332	36	92	357	44
Pedestrian Volume [ped/h]	5			6			1			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.16	0.12	0.07	0.11	0.01	0.01	0.00	0.00	0.08	0.00	0.00
d_M, Delay for Movement [s/veh]	30.60	27.99	16.88	33.15	24.62	14.20	8.13	0.00	0.00	8.16	0.00	0.00
Movement LOS	D	D	C	D	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.90	1.90	1.90	0.66	0.66	0.66	0.02	0.02	0.02	0.17	0.17	0.17
95th-Percentile Queue Length [ft/ln]	47.38	47.38	47.38	16.58	16.58	16.58	0.43	0.43	0.43	4.13	4.13	4.13
d_A, Approach Delay [s/veh]	21.75			25.45			0.21			1.52		
Approach LOS	C			D			A			A		
d_I, Intersection Delay [s/veh]	4.72											
Intersection LOS	D											

Appendix E:
2029 Background Traffic Conditions
Worksheets

Intersection Level Of Service Report
Intersection 1: NW Hill Rd / SW 2nd St

Control Type: All-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 12.4
 Level Of Service: B
 Volume to Capacity (v/c): 0.466

Intersection Setup

Name	SW Hill Rd			NW Hill Rd			NW 2nd St			NW 2nd St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	10.00	10.00	10.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SW Hill Rd			NW Hill Rd			NW 2nd St			NW 2nd St		
Base Volume Input [veh/h]	14	129	77	81	111	35	65	163	21	33	60	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	8.00	3.00	3.00	4.00	2.00	3.00	2.00	2.00	5.00	13.00	4.00	5.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	129	77	81	111	35	65	163	21	33	60	62
Peak Hour Factor	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	38	22	24	32	10	19	47	6	10	17	18
Total Analysis Volume [veh/h]	16	150	90	94	129	41	76	190	24	38	70	72
Pedestrian Volume [ped/h]	1			2			1			2		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	624	521	581	623	612
Degree of Utilization, x	0.41	0.18	0.29	0.47	0.29

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	2.00	0.65	1.21	2.47	1.22
95th-Percentile Queue Length [ft]	50.00	16.30	30.30	61.79	30.58
Approach Delay [s/veh]	12.72	11.32		13.73	11.32
Approach LOS	B	B		B	B
Intersection Delay [s/veh]	12.39				
Intersection LOS	B				

Intersection Level Of Service Report
Intersection 2: NW Country Ct / NW 2nd St

Control Type:	Two-way stop	Delay (sec / veh):	13.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.029

Intersection Setup

Name	NW Country Ct		NW 2nd St		NW 2nd St	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	11.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	NW Country Ct		NW 2nd St		NW 2nd St	
Base Volume Input [veh/h]	10	2	1	347	212	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	4.00	6.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	2	1	347	212	4
Peak Hour Factor	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	1	0	103	63	1
Total Analysis Volume [veh/h]	12	2	1	413	252	5
Pedestrian Volume [ped/h]	6		1		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.84	9.89	7.76	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.41	2.41	0.04	0.04	0.00	0.00
d_A, Approach Delay [s/veh]	13.28		0.02		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.28					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 3: SW Almond Ct / NW 2nd St

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	SW Almond Ct		NW 2nd St		NW 2nd St	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	11.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	SW Almond Ct		NW 2nd St		NW 2nd St	
Base Volume Input [veh/h]	0	0	357	0	0	216
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	4.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	357	0	0	216
Peak Hour Factor	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	106	0	0	64
Total Analysis Volume [veh/h]	0	0	425	0	0	257
Pedestrian Volume [ped/h]	6		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.72	10.76	0.00	0.00	8.18	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.24		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 4: SW Filbert St / NW 2nd St

Control Type:	Two-way stop	Delay (sec / veh):	14.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name	SW Filbert St		NW 2nd St		NW 2nd St	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	11.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	SW Filbert St		NW 2nd St		NW 2nd St	
Base Volume Input [veh/h]	4	38	345	3	17	218
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	4.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	38	345	3	17	218
Peak Hour Factor	0.8924	0.8924	0.8924	0.8924	0.8924	0.8924
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	11	97	1	5	61
Total Analysis Volume [veh/h]	4	43	387	3	19	244
Pedestrian Volume [ped/h]	5		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.07	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	14.21	11.01	0.00	0.00	8.10	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.25	0.25	0.00	0.00	0.03	0.03
95th-Percentile Queue Length [ft/ln]	6.13	6.13	0.00	0.00	0.80	0.80
d_A, Approach Delay [s/veh]	11.29		0.00		0.59	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.98					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 5: SW Filbert St / SW Almond Ct

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	SW Filbert St			SW Filbert St			SW Almond Ct			SW Almond Ct		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SW Filbert St			SW Filbert St			SW Almond Ct			SW Almond Ct		
Base Volume Input [veh/h]	0	39	0	1	19	0	0	0	0	0	0	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	39	0	1	19	0	0	0	0	0	0	3
Peak Hour Factor	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	13	0	0	6	0	0	0	0	0	0	1
Total Analysis Volume [veh/h]	0	53	0	1	26	0	0	0	0	0	0	4
Pedestrian Volume [ped/h]	0			5			4			1		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.26	0.00	0.00	7.30	0.00	0.00	9.07	9.48	8.44	8.98	9.49	8.59
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.04	0.04	0.04	0.00	0.00	0.00	0.30	0.30	0.30
d_A, Approach Delay [s/veh]	0.00			0.27			9.00			8.59		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.50											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 6: NW Meadows Dr / NW 2nd St

Control Type:	Two-way stop	Delay (sec / veh):	14.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.074

Intersection Setup

Name	NW Meadows Dr		NW 2nd St		NW 2nd St	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	11.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	NW Meadows Dr		NW 2nd St		NW 2nd St	
Base Volume Input [veh/h]	27	8	12	371	226	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	4.00	6.00	8.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	8	12	371	226	14
Peak Hour Factor	0.9118	0.9118	0.9118	0.9118	0.9118	0.9118
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	2	3	102	62	4
Total Analysis Volume [veh/h]	30	9	13	407	248	15
Pedestrian Volume [ped/h]	6		1		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.01	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	14.66	10.38	7.79	0.00	0.00	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.28	0.28	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	7.01	7.01	0.55	0.55	0.00	0.00
d_A, Approach Delay [s/veh]	13.67		0.24		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.88					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 7: SW Cypress St / NW 2nd St

Control Type:	Two-way stop	Delay (sec / veh):	40.0
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.149

Intersection Setup

Name	SW Cypress St			NW Cypress St			NW 2nd St			NW 2nd St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	11.00	11.00	11.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			6.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SW Cypress St			NW Cypress St			NW 2nd St			NW 2nd St		
Base Volume Input [veh/h]	8	16	105	17	37	7	7	374	21	54	227	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	6.00	0.00	3.00	14.00	0.00	3.00	10.00	8.00	6.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	16	105	17	37	7	7	374	21	54	227	22
Peak Hour Factor	0.8000	0.8000	0.8000	0.8000	0.8000	0.8000	0.8000	0.8000	0.8000	0.8000	0.8000	0.8000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	5	33	5	12	2	2	117	7	17	71	7
Total Analysis Volume [veh/h]	10	20	131	21	46	9	9	468	26	68	284	28
Pedestrian Volume [ped/h]	9			4			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.09	0.23	0.15	0.20	0.01	0.01	0.00	0.00	0.07	0.00	0.00
d_M, Delay for Movement [s/veh]	31.13	25.48	16.36	39.98	30.06	19.50	7.89	0.00	0.00	8.60	0.00	0.00
Movement LOS	D	D	C	E	D	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.72	1.72	1.72	1.56	1.56	1.56	0.02	0.02	0.02	0.12	0.12	0.12
95th-Percentile Queue Length [ft/ln]	43.05	43.05	43.05	38.91	38.91	38.91	0.38	0.38	0.38	3.00	3.00	3.00
d_A, Approach Delay [s/veh]	18.41			31.55			0.14			1.54		
Approach LOS	C			D			A			A		
d_I, Intersection Delay [s/veh]	5.37											
Intersection LOS	E											

Intersection Level Of Service Report

Intersection 1: NW Hill Rd / SW 2nd St

Control Type: All-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 15.0
 Level Of Service: C
 Volume to Capacity (v/c): 0.548

Intersection Setup

Name	SW Hill Rd			NW Hill Rd			NW 2nd St			NW 2nd St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	10.00	10.00	10.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SW Hill Rd			NW Hill Rd			NW 2nd St			NW 2nd St		
Base Volume Input [veh/h]	29	178	42	72	160	63	53	109	17	59	136	86
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.00	2.00	0.00	1.00	1.00	2.00	6.00	1.00	0.00	4.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	178	42	72	160	63	53	109	17	59	136	86
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	51	12	20	45	18	15	31	5	17	39	24
Total Analysis Volume [veh/h]	33	202	48	82	182	72	60	124	19	67	155	98
Pedestrian Volume [ped/h]	0			2			3			1		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	564	493	546	544	584
Degree of Utilization, x	0.50	0.17	0.47	0.37	0.55

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	2.80	0.59	2.44	1.72	3.31
95th-Percentile Queue Length [ft]	70.08	14.79	61.12	42.89	82.66
Approach Delay [s/veh]	15.66	14.05		13.50	16.39
Approach LOS	C	B		B	C
Intersection Delay [s/veh]	15.01				
Intersection LOS	C				

Intersection Level Of Service Report

Intersection 2: NW Country Ct / NW 2nd St

Control Type:	Two-way stop	Delay (sec / veh):	14.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.015

Intersection Setup

Name	NW Country Ct		NW 2nd St		NW 2nd St	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	11.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	NW Country Ct		NW 2nd St		NW 2nd St	
Base Volume Input [veh/h]	5	1	1	296	301	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	1.00	1.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	1	1	296	301	11
Peak Hour Factor	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	88	90	3
Total Analysis Volume [veh/h]	6	1	1	352	358	13
Pedestrian Volume [ped/h]	6		1		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	14.32	10.49	8.04	0.00	0.00	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.28	1.28	0.04	0.04	0.00	0.00
d_A, Approach Delay [s/veh]	13.77		0.02		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.14					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 3: SW Almond Ct / NW 2nd St

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	SW Almond Ct		NW 2nd St		NW 2nd St	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	11.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	SW Almond Ct		NW 2nd St		NW 2nd St	
Base Volume Input [veh/h]	0	0	301	0	0	312
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	1.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	301	0	0	312
Peak Hour Factor	0.8195	0.8195	0.8195	0.8195	0.8195	0.8195
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	92	0	0	95
Total Analysis Volume [veh/h]	0	0	367	0	0	381
Pedestrian Volume [ped/h]	6		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	14.53	10.34	0.00	0.00	8.03	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.44		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 4: SW Filbert St / NW 2nd St

Control Type:	Two-way stop	Delay (sec / veh):	15.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.016

Intersection Setup

Name	SW Filbert St		NW 2nd St		NW 2nd St	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	11.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	SW Filbert St		NW 2nd St		NW 2nd St	
Base Volume Input [veh/h]	5	30	302	7	25	299
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	4.00	1.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	30	302	7	25	299
Peak Hour Factor	0.8764	0.8764	0.8764	0.8764	0.8764	0.8764
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	9	86	2	7	85
Total Analysis Volume [veh/h]	6	34	345	8	29	341
Pedestrian Volume [ped/h]	4		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.05	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	15.20	10.69	0.00	0.00	8.01	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.21	0.21	0.00	0.00	0.05	0.05
95th-Percentile Queue Length [ft/ln]	5.29	5.29	0.00	0.00	1.23	1.23
d_A, Approach Delay [s/veh]	11.36		0.00		0.63	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.90					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 5: SW Filbert St / SW Almond Ct

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	SW Filbert St			SW Filbert St			SW Almond Ct			SW Almond Ct		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SW Filbert St			SW Filbert St			SW Almond Ct			SW Almond Ct		
Base Volume Input [veh/h]	0	33	1	3	30	0	0	0	0	0	0	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	33	1	3	30	0	0	0	0	0	0	2
Peak Hour Factor	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	12	0	1	11	0	0	0	0	0	0	1
Total Analysis Volume [veh/h]	0	46	1	4	42	0	0	0	0	0	0	3
Pedestrian Volume [ped/h]	0			0			3			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.29	0.00	0.00	7.29	0.00	0.00	9.10	9.56	8.50	9.06	9.57	8.51
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.01	0.01	0.01	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.17	0.17	0.17	0.00	0.00	0.00	0.22	0.22	0.22
d_A, Approach Delay [s/veh]	0.00			0.63			9.06			8.51		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.57											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 6: NW Meadows Dr / NW 2nd St

Control Type:	Two-way stop	Delay (sec / veh):	15.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.056

Intersection Setup

Name	NW Meadows Dr		NW 2nd St		NW 2nd St	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	11.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	NW Meadows Dr		NW 2nd St		NW 2nd St	
Base Volume Input [veh/h]	19	8	13	319	316	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	1.00	1.00	4.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	8	13	319	316	29
Peak Hour Factor	0.9022	0.9022	0.9022	0.9022	0.9022	0.9022
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	2	4	88	88	8
Total Analysis Volume [veh/h]	21	9	14	354	350	32
Pedestrian Volume [ped/h]	5		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.01	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	15.28	10.95	8.07	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.22	0.22	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	5.59	5.59	0.59	0.59	0.00	0.00
d_A, Approach Delay [s/veh]	13.98		0.31		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.68					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 7: SW Cypress St / NW 2nd St

Control Type:	Two-way stop	Delay (sec / veh):	38.7
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.087

Intersection Setup

Name	SW Cypress St			NW Cypress St			NW 2nd St			NW 2nd St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	11.00	11.00	11.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			6.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SW Cypress St			NW Cypress St			NW 2nd St			NW 2nd St		
Base Volume Input [veh/h]	20	33	80	10	23	4	10	307	33	85	330	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	6.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00	1.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	33	80	10	23	4	10	307	33	85	330	40
Peak Hour Factor	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	9	23	3	7	1	3	88	9	24	95	11
Total Analysis Volume [veh/h]	23	38	92	11	26	5	11	353	38	98	379	46
Pedestrian Volume [ped/h]	5			6			1			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.19	0.14	0.09	0.13	0.01	0.01	0.00	0.00	0.08	0.00	0.00
d_M, Delay for Movement [s/veh]	35.45	32.03	19.44	38.70	27.70	15.87	8.19	0.00	0.00	8.23	0.00	0.00
Movement LOS	E	D	C	E	D	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.34	2.34	2.34	0.81	0.81	0.81	0.02	0.02	0.02	0.18	0.18	0.18
95th-Percentile Queue Length [ft/ln]	58.55	58.55	58.55	20.33	20.33	20.33	0.47	0.47	0.47	4.41	4.41	4.41
d_A, Approach Delay [s/veh]	24.97			29.18			0.22			1.54		
Approach LOS	C			D			A			A		
d_I, Intersection Delay [s/veh]	5.31											
Intersection LOS	E											

Appendix F:
2029 Total Traffic Conditions Worksheets

Intersection Level Of Service Report

Intersection 1: NW Hill Rd / SW 2nd St

Control Type: All-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 12.6
 Level Of Service: B
 Volume to Capacity (v/c): 0.471

Intersection Setup

Name	SW Hill Rd			NW Hill Rd			NW 2nd St			NW 2nd St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	10.00	10.00	10.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SW Hill Rd			NW Hill Rd			NW 2nd St			NW 2nd St		
Base Volume Input [veh/h]	14	129	80	84	111	35	65	163	21	38	60	67
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	8.00	3.00	3.00	4.00	2.00	3.00	2.00	2.00	5.00	13.00	4.00	5.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	129	80	84	111	35	65	163	21	38	60	67
Peak Hour Factor	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	38	23	24	32	10	19	47	6	11	17	19
Total Analysis Volume [veh/h]	16	150	93	98	129	41	76	190	24	44	70	78
Pedestrian Volume [ped/h]	1			2			1			2		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	618	517	575	616	607
Degree of Utilization, x	0.42	0.19	0.30	0.47	0.32

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	2.07	0.69	1.23	2.52	1.35
95th-Percentile Queue Length [ft]	51.77	17.33	30.71	62.91	33.81
Approach Delay [s/veh]	12.97	11.46		13.95	11.65
Approach LOS	B	B		B	B
Intersection Delay [s/veh]	12.60				
Intersection LOS	B				

Intersection Level Of Service Report

Intersection 2: NW Country Ct / NW 2nd St

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 16.2
 Level Of Service: C
 Volume to Capacity (v/c): 0.036

Intersection Setup

Name	Site access			NW Country Ct			NW 2nd St			NW 2nd St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	11.00	11.00	11.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Site access			NW Country Ct			NW 2nd St			NW 2nd St		
Base Volume Input [veh/h]	10	0	14	10	0	2	1	347	6	10	212	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.00	0.00	0.00	6.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	14	10	0	2	1	347	6	10	212	4
Peak Hour Factor	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	4	3	0	1	0	103	2	3	63	1
Total Analysis Volume [veh/h]	12	0	17	12	0	2	1	413	7	12	252	5
Pedestrian Volume [ped/h]	12			6			1			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.03	0.04	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	16.08	15.90	11.29	16.17	15.79	10.03	7.76	0.00	0.00	8.21	0.00	0.00
Movement LOS	C	C	B	C	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.20	0.20	0.20	0.12	0.12	0.12	0.00	0.00	0.00	0.02	0.02	0.02
95th-Percentile Queue Length [ft/ln]	4.98	4.98	4.98	2.99	2.99	2.99	0.04	0.04	0.04	0.51	0.51	0.51
d_A, Approach Delay [s/veh]	13.27			15.29			0.02			0.37		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	0.96											
Intersection LOS	C											

Intersection Level Of Service Report

Intersection 4: SW Filbert St / NW 2nd St

Control Type:	Two-way stop	Delay (sec / veh):	14.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name	SW Filbert St		NW 2nd St		NW 2nd St	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	11.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	SW Filbert St		NW 2nd St		NW 2nd St	
Base Volume Input [veh/h]	4	48	359	3	23	228
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	4.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	48	359	3	23	228
Peak Hour Factor	0.8924	0.8924	0.8924	0.8924	0.8924	0.8924
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	13	101	1	6	64
Total Analysis Volume [veh/h]	4	54	402	3	26	255
Pedestrian Volume [ped/h]	5		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.08	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	14.90	11.26	0.00	0.00	8.15	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.31	0.31	0.00	0.00	0.04	0.04
95th-Percentile Queue Length [ft/ln]	7.84	7.84	0.00	0.00	1.10	1.10
d_A, Approach Delay [s/veh]	11.52		0.00		0.75	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.18					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 5: SW Filbert St / SW Almond Ct

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.2
 Level Of Service: A
 Volume to Capacity (v/c): 0.016

Intersection Setup

Name	SW Filbert St			SW Filbert St			SW Almond Ct			SW Almond Ct		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SW Filbert St			SW Filbert St			SW Almond Ct			SW Almond Ct		
Base Volume Input [veh/h]	0	39	0	1	19	6	10	0	0	0	0	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	39	0	1	19	6	10	0	0	0	0	3
Peak Hour Factor	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	13	0	0	6	2	3	0	0	0	0	1
Total Analysis Volume [veh/h]	0	53	0	1	26	8	14	0	0	0	0	4
Pedestrian Volume [ped/h]	0			5			8			1		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.30	0.00	0.00	7.30	0.00	0.00	9.20	9.61	8.56	9.00	9.58	8.59
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.05	0.05	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.04	0.04	0.04	1.22	1.22	1.22	0.30	0.30	0.30
d_A, Approach Delay [s/veh]	0.00			0.21			9.20			8.59		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.61											
Intersection LOS	A											

Intersection Level Of Service Report

Intersection 6: NW Meadows Dr / NW 2nd St

Control Type:	Two-way stop	Delay (sec / veh):	15.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.079

Intersection Setup

Name	NW Meadows Dr		NW 2nd St		NW 2nd St	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	11.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	NW Meadows Dr		NW 2nd St		NW 2nd St	
Base Volume Input [veh/h]	27	8	12	395	242	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	4.00	6.00	8.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	8	12	395	242	14
Peak Hour Factor	0.9118	0.9118	0.9118	0.9118	0.9118	0.9118
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	2	3	108	66	4
Total Analysis Volume [veh/h]	30	9	13	433	265	15
Pedestrian Volume [ped/h]	6		1		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.01	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	15.28	10.57	7.83	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.30	0.30	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	7.43	7.43	0.55	0.55	0.00	0.00
d_A, Approach Delay [s/veh]	14.19		0.23		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.86					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 7: SW Cypress St / NW 2nd St

Control Type:	Two-way stop	Delay (sec / veh):	44.8
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.165

Intersection Setup

Name	SW Cypress St			NW Cypress St			NW 2nd St			NW 2nd St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	11.00	11.00	11.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			6.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SW Cypress St			NW Cypress St			NW 2nd St			NW 2nd St		
Base Volume Input [veh/h]	8	16	105	17	37	7	7	398	21	54	243	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	6.00	0.00	3.00	14.00	0.00	3.00	10.00	8.00	6.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	16	105	17	37	7	7	398	21	54	243	22
Peak Hour Factor	0.8000	0.8000	0.8000	0.8000	0.8000	0.8000	0.8000	0.8000	0.8000	0.8000	0.8000	0.8000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	5	33	5	12	2	2	124	7	17	76	7
Total Analysis Volume [veh/h]	10	20	131	21	46	9	9	498	26	68	304	28
Pedestrian Volume [ped/h]	9			4			0			0		

Lane Group Calculations**Lane Group Results****Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS												
d_A, Approach Delay [s/veh]	0.00			0.00			0.00			0.00		
Approach LOS	-			-			-			-		
d_I, Intersection Delay [s/veh]	0.00											
Intersection LOS												
Intersection V/C	0.000											

Emissions**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersectio	0.000	0.000	0.000	0.000
Crosswalk LOS	-	-	-	-
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	0	0	0
d_b, Bicycle Delay [s]	0.00	0.00	0.00	0.00
I_b,int, Bicycle LOS Score for Intersection	0.000	0.000	0.000	0.000
Bicycle LOS	-	-	-	-

Intersection Level Of Service Report
Intersection 1: NW Hill Rd / SW 2nd St

Control Type: All-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 15.4
 Level Of Service: C
 Volume to Capacity (v/c): 0.568

Intersection Setup

Name	SW Hill Rd			NW Hill Rd			NW 2nd St			NW 2nd St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	10.00	10.00	10.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SW Hill Rd			NW Hill Rd			NW 2nd St			NW 2nd St		
Base Volume Input [veh/h]	29	178	47	77	160	63	53	109	17	63	136	90
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.00	2.00	0.00	1.00	1.00	2.00	6.00	1.00	0.00	4.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	178	47	77	160	63	53	109	17	63	136	90
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	51	13	22	45	18	15	31	5	18	39	26
Total Analysis Volume [veh/h]	33	202	53	88	182	72	60	124	19	72	155	102
Pedestrian Volume [ped/h]	0			2			3			1		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	558	489	541	538	579
Degree of Utilization, x	0.52	0.18	0.47	0.38	0.57

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	2.94	0.65	2.49	1.75	3.55
95th-Percentile Queue Length [ft]	73.50	16.26	62.15	43.69	88.69
Approach Delay [s/veh]	16.11	14.24		13.70	17.09
Approach LOS	C	B		B	C
Intersection Delay [s/veh]	15.42				
Intersection LOS	C				

Intersection Level Of Service Report
Intersection 2: NW Country Ct / NW 2nd St

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 17.2
 Level Of Service: C
 Volume to Capacity (v/c): 0.033

Intersection Setup

Name	Site access			NW Country Ct			NW 2nd St			NW 2nd St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	11.00	11.00	11.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Site access			NW Country Ct			NW 2nd St			NW 2nd St		
Base Volume Input [veh/h]	8	0	12	5	0	1	1	296	10	15	301	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	0	12	5	0	1	1	296	10	15	301	11
Peak Hour Factor	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	4	1	0	0	0	88	3	4	90	3
Total Analysis Volume [veh/h]	10	0	14	6	0	1	1	352	12	18	358	13
Pedestrian Volume [ped/h]	12			6			1			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.02	0.02	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.00
d_M, Delay for Movement [s/veh]	17.17	16.89	10.80	17.09	16.67	10.58	8.04	0.00	0.00	8.07	0.00	0.00
Movement LOS	C	C	B	C	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.17	0.17	0.17	0.07	0.07	0.07	0.00	0.00	0.00	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	4.21	4.21	4.21	1.63	1.63	1.63	0.04	0.04	0.04	0.76	0.76	0.76
d_A, Approach Delay [s/veh]	13.46			16.16			0.02			0.37		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	0.75											
Intersection LOS	C											

Intersection Level Of Service Report

Intersection 4: SW Filbert St / NW 2nd St

Control Type:	Two-way stop	Delay (sec / veh):	16.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.018

Intersection Setup

Name	SW Filbert St		NW 2nd St		NW 2nd St	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	11.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	SW Filbert St		NW 2nd St		NW 2nd St	
Base Volume Input [veh/h]	5	38	314	7	35	314
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	4.00	1.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	38	314	7	35	314
Peak Hour Factor	0.8764	0.8764	0.8764	0.8764	0.8764	0.8764
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	11	90	2	10	90
Total Analysis Volume [veh/h]	6	43	358	8	40	358
Pedestrian Volume [ped/h]	4		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.06	0.00	0.00	0.03	0.00
d_M, Delay for Movement [s/veh]	16.16	10.89	0.00	0.00	8.06	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.27	0.27	0.00	0.00	0.07	0.07
95th-Percentile Queue Length [ft/ln]	6.65	6.65	0.00	0.00	1.70	1.70
d_A, Approach Delay [s/veh]	11.53		0.00		0.81	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.09					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 5: SW Filbert St / SW Almond Ct

Control Type:	Two-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name	SW Filbert St			SW Filbert St			SW Almond Ct			SW Almond Ct		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SW Filbert St			SW Filbert St			SW Almond Ct			SW Almond Ct		
Base Volume Input [veh/h]	0	33	1	3	30	10	8	0	0	0	0	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	33	1	3	30	10	8	0	0	0	0	2
Peak Hour Factor	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	12	0	1	11	4	3	0	0	0	0	1
Total Analysis Volume [veh/h]	0	46	1	4	42	14	11	0	0	0	0	3
Pedestrian Volume [ped/h]	0			0			7			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.33	0.00	0.00	7.29	0.00	0.00	9.24	9.70	8.62	9.10	9.69	8.51
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.01	0.01	0.01	0.04	0.04	0.04	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.18	0.18	0.18	0.97	0.97	0.97	0.22	0.22	0.22
d_A, Approach Delay [s/veh]	0.00			0.49			9.24			8.51		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.29											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 6: NW Meadows Dr / NW 2nd St

Control Type:	Two-way stop	Delay (sec / veh):	16.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.060

Intersection Setup

Name	NW Meadows Dr		NW 2nd St		NW 2nd St	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	11.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	NW Meadows Dr		NW 2nd St		NW 2nd St	
Base Volume Input [veh/h]	19	8	13	339	341	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	1.00	1.00	4.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	8	13	339	341	29
Peak Hour Factor	0.9022	0.9022	0.9022	0.9022	0.9022	0.9022
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	2	4	94	94	8
Total Analysis Volume [veh/h]	21	9	14	376	378	32
Pedestrian Volume [ped/h]	5		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.01	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	16.05	11.23	8.15	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.24	0.24	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	5.97	5.97	0.59	0.59	0.00	0.00
d_A, Approach Delay [s/veh]	14.60		0.29		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.67					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 7: SW Cypress St / NW 2nd St

Control Type:	Two-way stop	Delay (sec / veh):	43.1
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.097

Intersection Setup

Name	SW Cypress St			NW Cypress St			NW 2nd St			NW 2nd St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	11.00	11.00	11.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			6.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SW Cypress St			NW Cypress St			NW 2nd St			NW 2nd St		
Base Volume Input [veh/h]	20	33	80	10	23	4	10	327	33	85	355	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	6.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00	1.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	33	80	10	23	4	10	327	33	85	355	40
Peak Hour Factor	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	9	23	3	7	1	3	94	9	24	102	11
Total Analysis Volume [veh/h]	23	38	92	11	26	5	11	376	38	98	408	46
Pedestrian Volume [ped/h]	5			6			1			0		

Intersection Settings

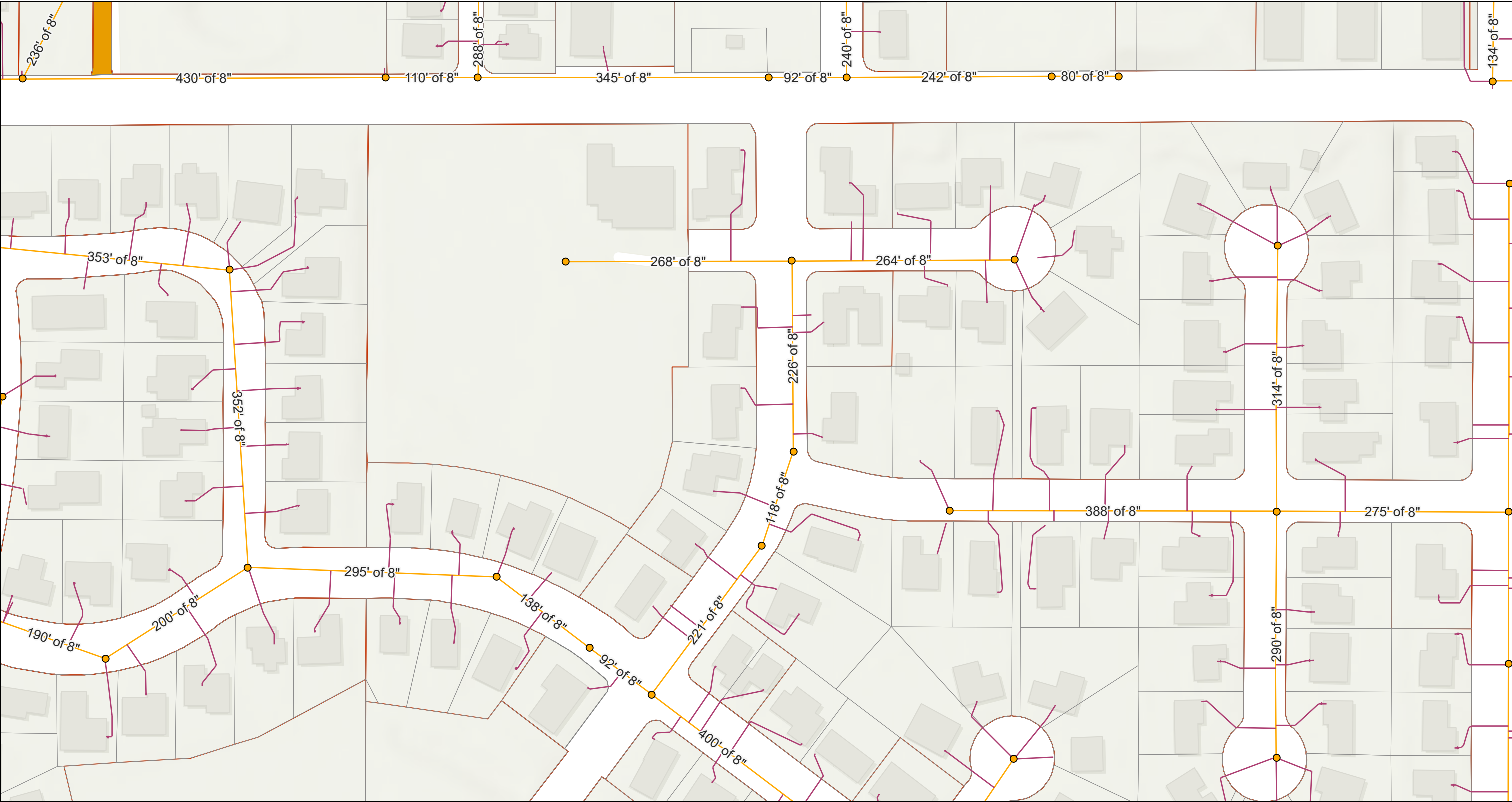
Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.20	0.14	0.10	0.14	0.01	0.01	0.00	0.00	0.09	0.00	0.00
d_M, Delay for Movement [s/veh]	39.55	35.38	21.52	43.10	30.24	17.24	8.27	0.00	0.00	8.29	0.00	0.00
Movement LOS	E	E	C	E	D	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.61	2.61	2.61	0.90	0.90	0.90	0.02	0.02	0.02	0.18	0.18	0.18
95th-Percentile Queue Length [ft/ln]	65.20	65.20	65.20	22.55	22.55	22.55	0.47	0.47	0.47	4.41	4.41	4.41
d_A, Approach Delay [s/veh]	27.67			32.06			0.21			1.47		
Approach LOS	D			D			A			A		
d_I, Intersection Delay [s/veh]	5.53											
Intersection LOS	E											

EXHIBIT 16

SANITARY SEWER SYSTEM MAP



12/20/2025, 9:48:29 AM

1:1,936

- Sanitary_Sewer_Manholes

Tax Lot Lines

Private

World_Hillshade

Sanitary_Sewer_Laterals

Urban Growth Boundary

Ordinances

Sanitary_Sewer_Mainlines

Streets Polygon

Public

City Limits

City Limits

A scale bar with two units. The top scale is in miles, with markings at 0, 0.01, 0.03, and 0.06. The bottom scale is in kilometers, with markings at 0, 0.03, 0.06, and 0.11.

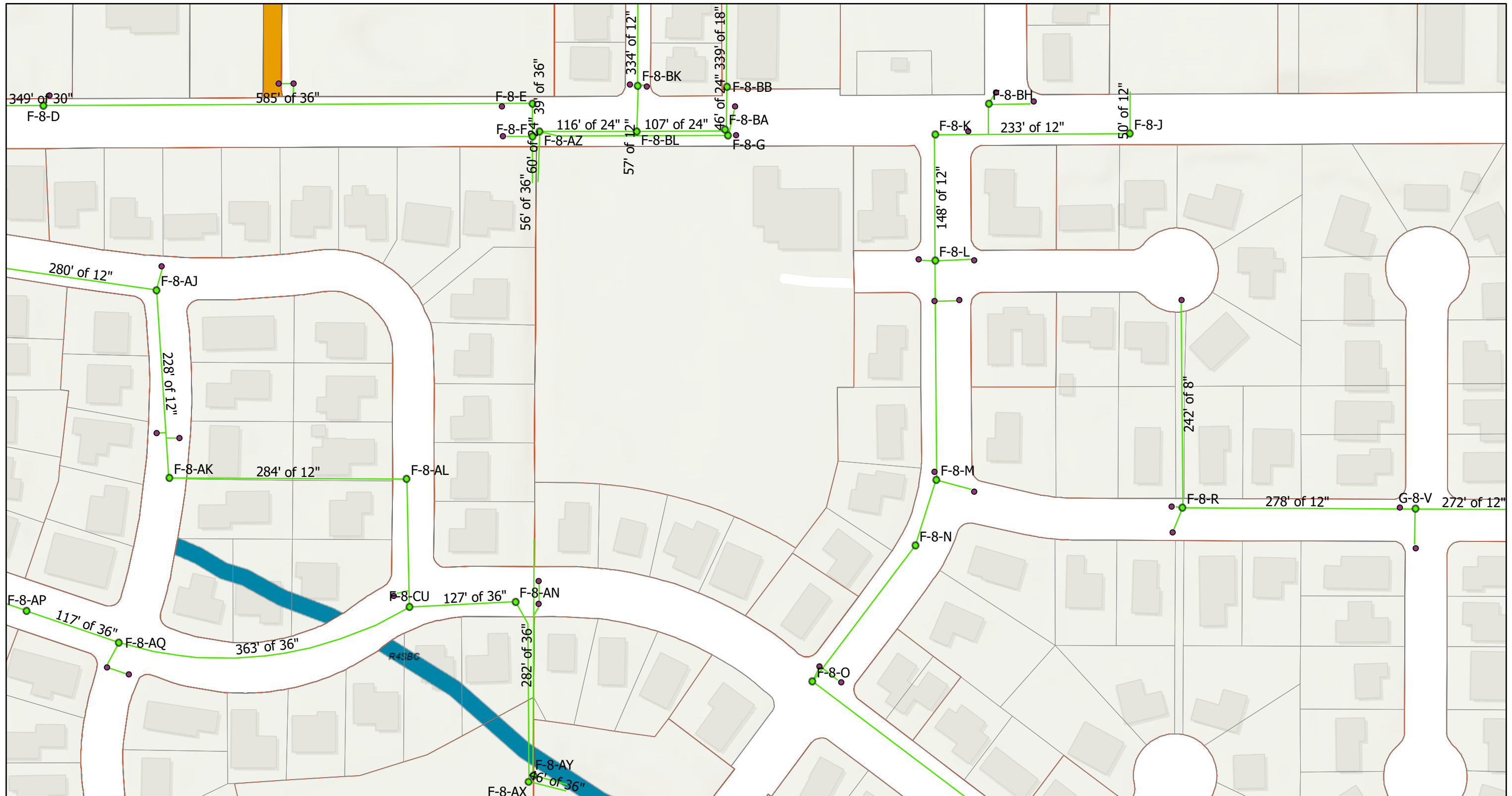
Sources: Esri, Vantor, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap, and the GIS user community, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, ©

EXHIBIT 17

STORM SYSTEM MAP

Storm Map

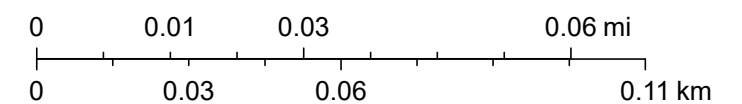
EXHIBIT 17



12/20/2025, 10:06:23 AM

1:1,936

-
- Catch_Basins
 - Storm_Manholes
 - Storm_Main_Lines
 - Public
 - City Limits
 - Tax Lot Lines
 - Urban Growth Boundary
 - Ordinances
 - Streets Polygon
 - Public
 - Private
 - Wetlands
 - Riverine
 - World_Hillshade



Sources: Esri, Vantor, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap, and the GIS user community, Department of State Lands, Sources: Esri, TomTom,

EXHIBIT 18

STORM EASEMENT

PARTITION PLAT NO. 92-07
for THE SALVATION ARMY
In the SE 1/4 of Section 19, Township 4 South, Range 4 West,
Willamette Meridian, City of McMinnville, Yamhill County, Oregon
January 7, 1992

- LEGEND**
- FOUND MONUMENT AS NOTED
 - SET 5/8" x 30" IRON ROD WITH YELLOW PLASTIC CAP MARKED SPRINGER LS1102
 - () DATA OF RECORD, AS NOTED
 - [] RECORD DATA FROM JANDINA PLAT

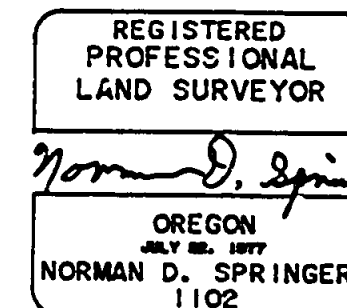
NARRATIVE

THIS PARTITION WAS DONE TO SATISFY CONDITIONS OF APPROVAL OF MP-10-91. MONUMENTS WERE HELD AS FOUND. THE POSITION OF THE SOUTHEAST CORNER OF LOT 1, BLOCK 4 WAS COMPUTED IN BY HOLDING RECORD ANGLE AND DISTANCE FROM THE NORTHWEST CORNER OF LOT 2. THE NEW DIVISION LINE WAS COMPUTED AT 100 FEET FROM THE NORTHERLY LINE OF THE PROPOSED SESAME STREET. THE PROPOSED POSITION OF SESAME WAS SHOWN AS 500 FEET FROM THE SOUTHERLY RIGHT OF WAY LINE OF WEST SECOND STREET AS MEASURED ALONG THE WEST LINE OF THIS PARTITION. THE BOUNDARIES OF PARCEL 2 WERE NOT SURVEYED. BASIS OF BEARINGS FOR THIS PARTITION IS C.S.P. 8230, AS SHOWN. C.S.P. 8193 RESURVEYED THE WEST LINE, AND COURSES 2 THROUGH 4, AND RETURNED SLIGHTLY DIFFERENT DISTANCES THAN THE RECORD SHOWN HEREON.

SURVEYORS CERTIFICATE

I, NORMAN D. SPRINGER, A REGISTERED LAND SURVEYOR IN THE STATE OF OREGON, BEING FIRST DULY SWORN, HEREBY DEPOSE AND SAY THAT I HAVE CORRECTLY SURVEYED AND MARKED WITH PROPER MONUMENTS THE LAND REPRESENTED ON THE ATTACHED MAP AS PARCEL 1. PARCEL 2, BEING IN EXCESS OF 10 ACRES, WAS NOT SURVEYED AT THIS TIME. THE BOUNDARY OF THIS PARTITION IS DESCRIBED AS FOLLOWS: BEGINNING AT THE INITIAL POINT, A 2" IRON PIPE WITH A 5/8" x 30" IRON ROD WITH A YELLOW PLASTIC CAP MARKED SPRINGER LS1102 INSIDE, ALL 6" BELOW THE SURFACE OF THE GROUND. SAID INITIAL POINT BEING 653.98 FEET NORTH 00° 00' 45" EAST FROM A 5/8" IRON ROD AT THE NORTHEAST CORNER OF TRACT A, SHEET 3, OF WESTVALE, A SUBDIVISION OF RECORD IN YAMHILL COUNTY, OREGON; THENCE SOUTH 00° 00' 45" WEST 2795.25 FEET TO AN IRON PIPE; THENCE SOUTH 89° 48' 57" EAST 1083.34 FEET TO A POINT ON THE SOUTH LINE OF THE TRACT OF LAND DESCRIBED IN THE DEED RECORDED IN FILM VOLUME 30, PAGE 711, SAID POINT BEING 386.00 FEET WESTERLY FROM THE WEST LINE OF THE S.F. STAGG D.L.C. NO. 55; THENCE NORTH 00° 01' 56" EAST, PARALLEL TO SAID WEST LINE OF THE S.F. STAGG D.L.C., A DISTANCE OF 978.56 FEET TO A POINT ON THE SOUTHERLY LINE OF LOT 10, BLOCK 9 OF JANDINA, A SUBDIVISION IN YAMHILL COUNTY, OREGON; THENCE ALONG THE SOUTHERLY AND WESTERLY BOUNDARIES OF SAID JANDINA SUBDIVISION, NORTH 78° 16' 22" WEST 170.50 FEET TO THE SOUTHWEST CORNER OF LOT 8, BLOCK 9; THENCE SOUTH 00° 01' 56" WEST 57.68 FEET TO THE SOUTHEAST CORNER OF LOT 5, BLOCK 9; THENCE NORTH 89° 58' 04" WEST 287.40 FEET TO THE SOUTHWEST CORNER OF LOT 4, BLOCK 9; THENCE NORTH 43° 56' 09" WEST 14.39 FEET TO THE SOUTHWEST CORNER OF TRACT G; THENCE NORTH 00° 05' 08" EAST 611.00 FEET TO AN ANGLE POINT ALONG THE WEST LINE OF TRACT E; THENCE NORTH 08° 21' 26" WEST 225.49 FEET TO THE SOUTHEAST CORNER OF TRACT I; THENCE NORTH 53° 09' 00" WEST 437.56 FEET TO THE SOUTHEAST CORNER OF THE PROPERTY DESCRIBED IN FILM VOLUME 232, PAGE 97, DEED RECORDS; THENCE NORTH 53° 09' 00" WEST 95.00 FEET; THENCE NORTH 36° 51' 00" EAST 240.00 FEET TO THE MOST NORTHERLY CORNER OF LOT 5, BLOCK 4 OF SAID JANDINA SUBDIVISION; THENCE NORTH 36° 49' 14" EAST 74.29 FEET TO THE MOST NORTHERLY CORNER OF LOT 4, BLOCK 4; THENCE NORTH 14° 19' 12" EAST 56.74 FEET TO THE SOUTHWEST CORNER OF LOT 2, BLOCK 4; THENCE NORTH 00° 28' 00" WEST 75.33 FEET TO THE NORTHWEST CORNER OF LOT 2, BLOCK 4; THENCE NORTH 89° 32' 00" EAST 20.00 FEET TO THE SOUTHWEST CORNER OF LOT 1, BLOCK 4; THENCE NORTH 00° 25' 36" WEST 125.03 FEET TO THE NORTHWEST CORNER OF LOT 1, BLOCK 4; THENCE NORTH 00° 39' 04" WEST 50.21 FEET TO THE SOUTHWEST CORNER OF LOT 1, BLOCK 3; THENCE NORTH 00° 23' 33" WEST 124.68 FEET TO THE NORTHWEST CORNER OF LOT 1, BLOCK 3; THENCE SOUTH 89° 34' 19" WEST 380.66 FEET TO THE POINT OF BEGINNING.

Norman D. Springer
NORMAN D. SPRINGER, LS 1102



SPRINGER SURVEYING
P.O. BOX 1290
McMINNVILLE, OREGON 97128
PHONE: 472-1975

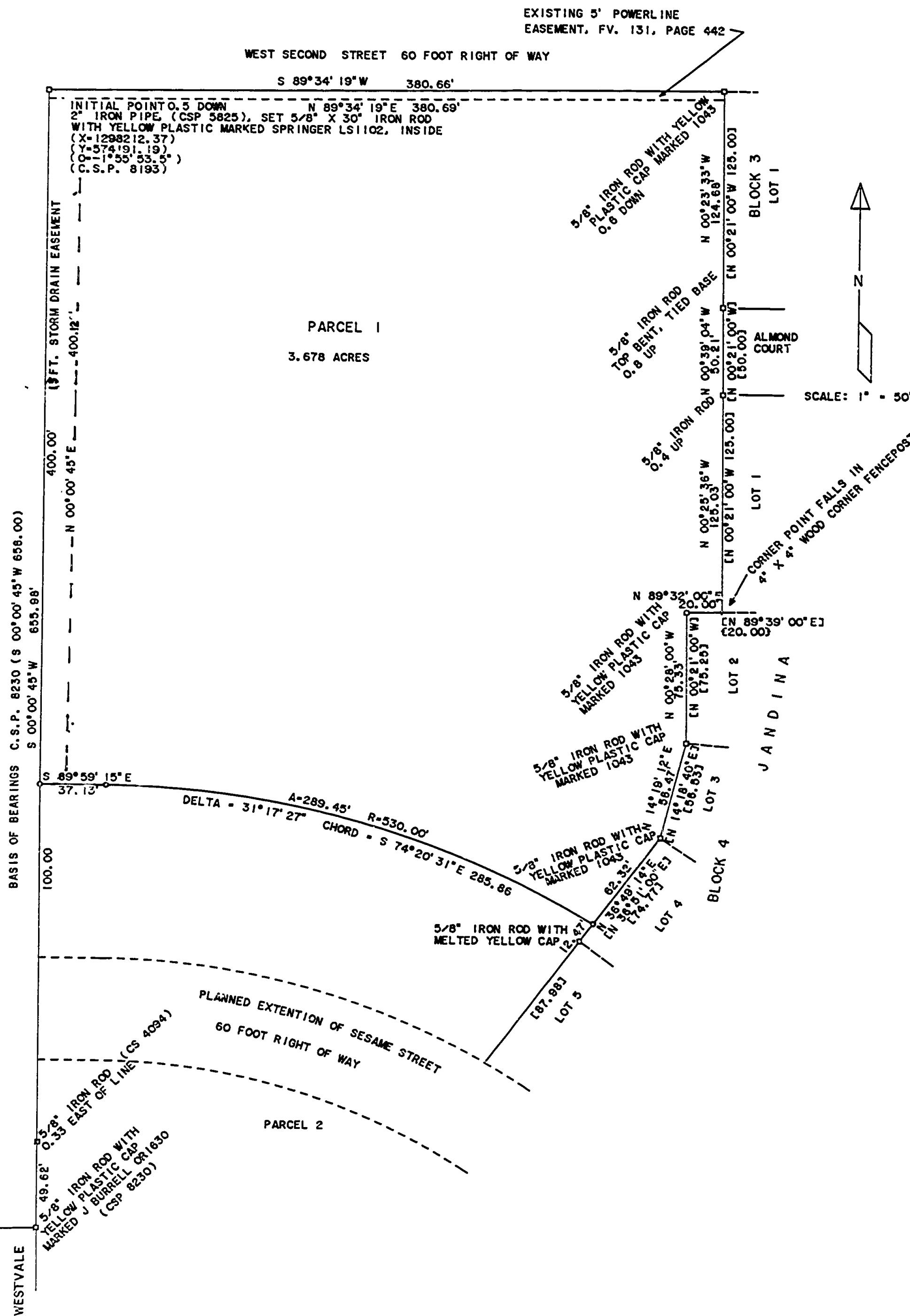


EXHIBIT 19

WATER MAP

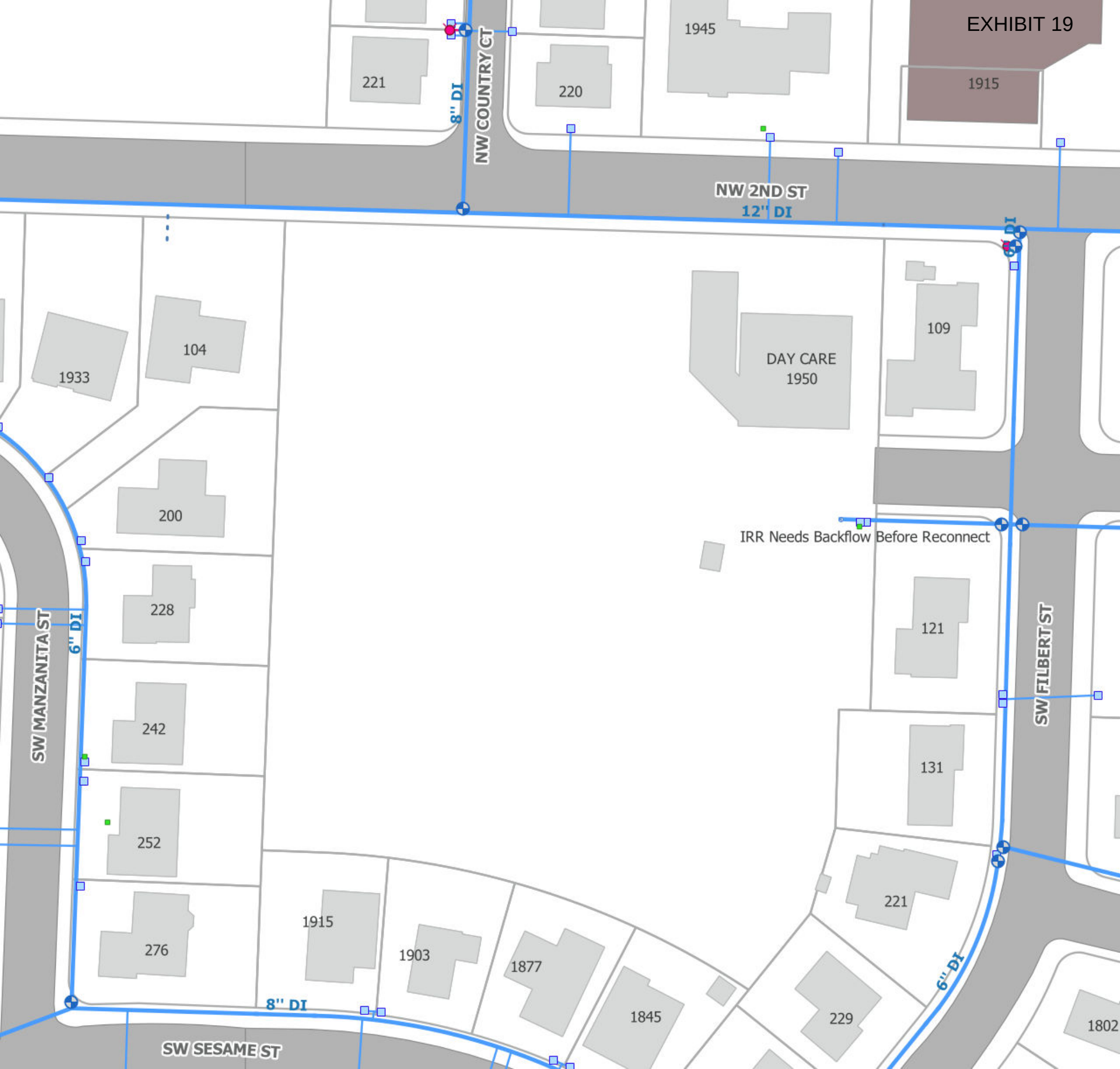
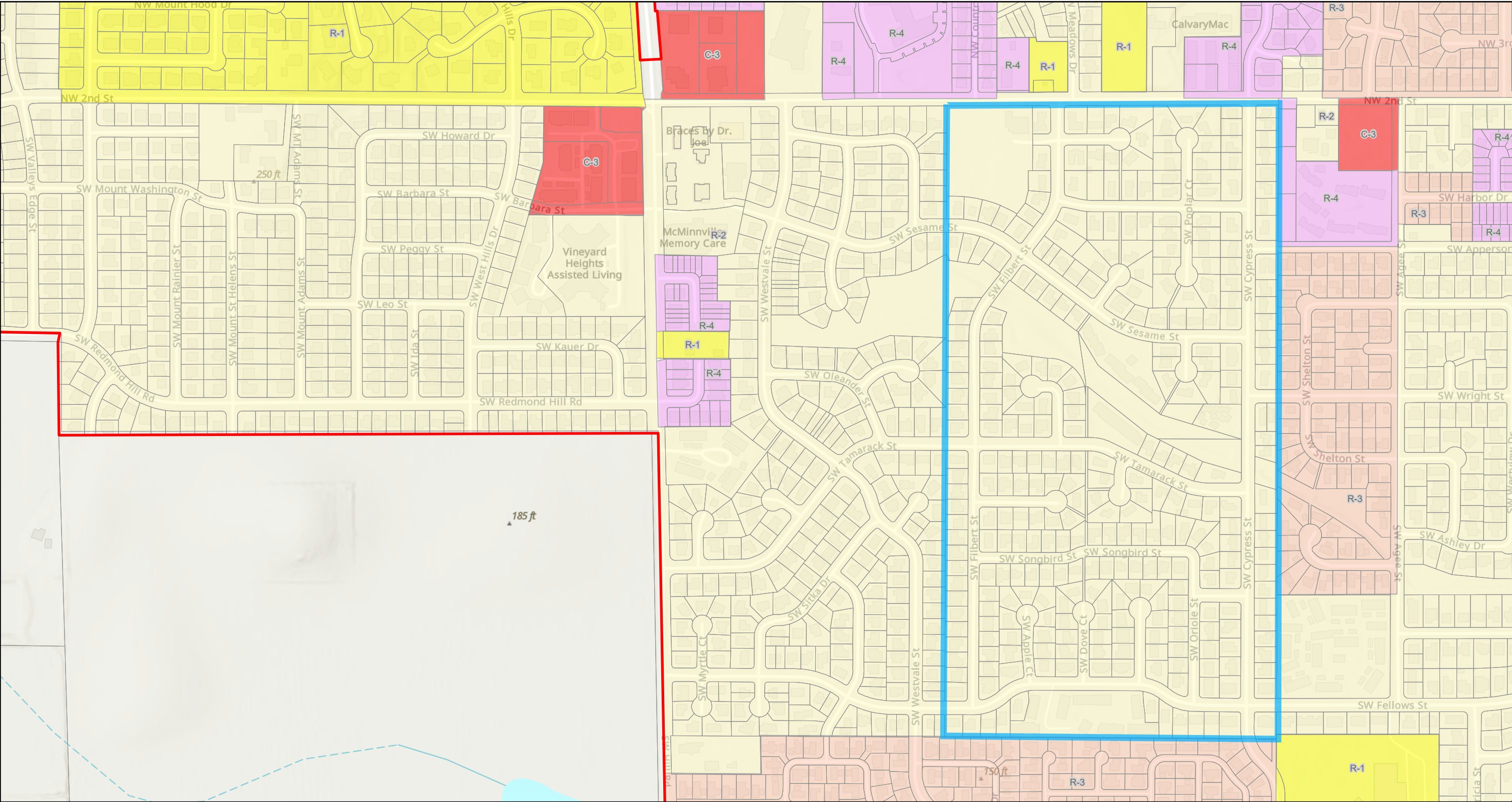


EXHIBIT 20

NEIGHBORHOOD AREA MAPS

IMMEDIATE NEIGHBORHOOD AREA



3/12/2026, 12:09:03 PM

1:7,253

- City Limits

City -Zoning

Tax Lot Lines

R-1

R-2

R-3

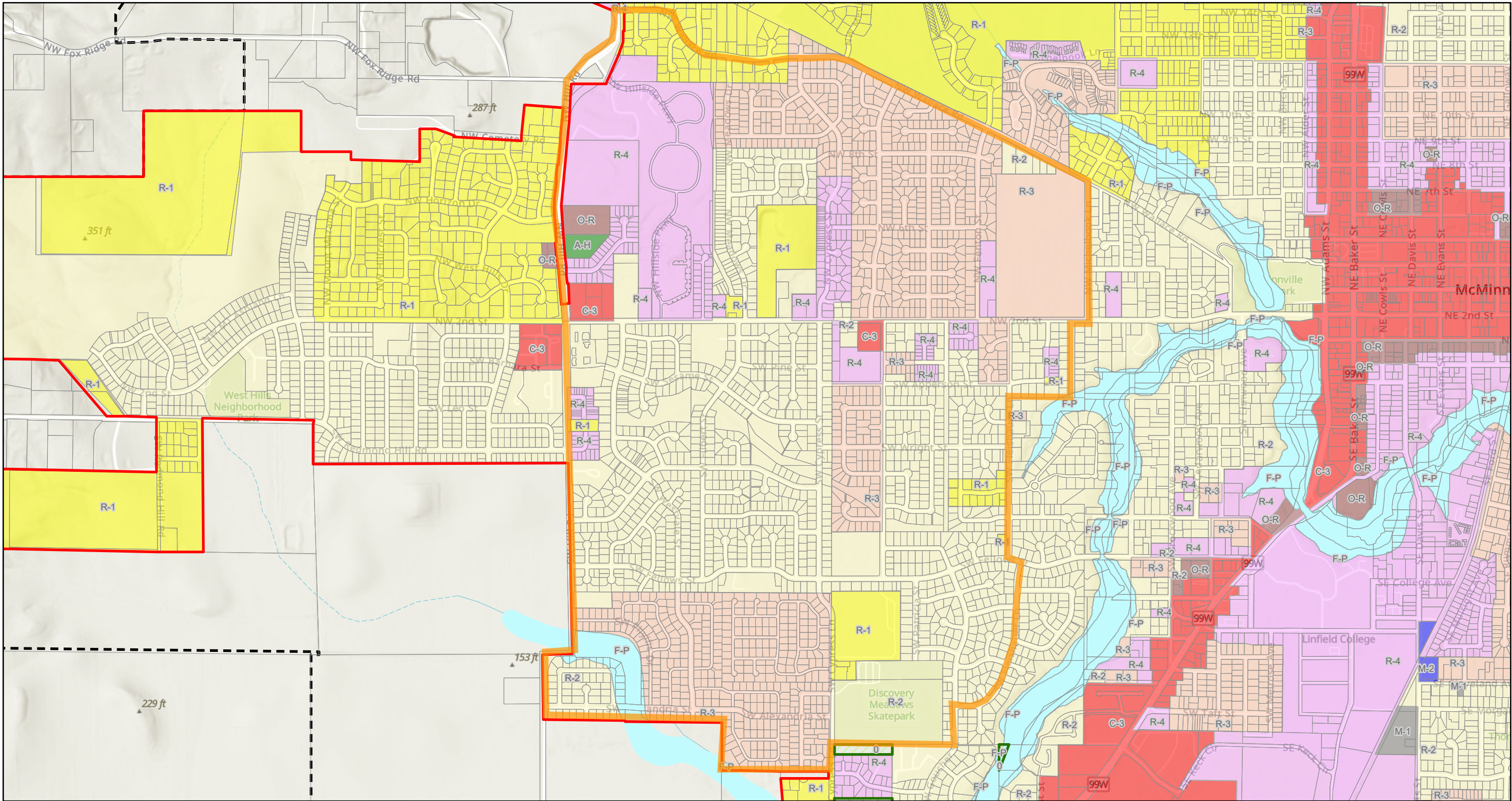
R-4

C-3

Floodplain

World_Hillshade
- IMMEDIATE NEIGHBORHOOD AREA
-
- Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Esri, NASA, NGA, USGS, FEMA

LARGER NEIGHBORHOOD AREA



3/12/2026, 12:12:55 PM

City Limits

 Urban Growth Boundary

 City Limits

City -Zoning

 County Limits

 R-1

☐ Tax Lot Lines

 R-2

 R-3

 R-4

 O-R C-3

 M-1

 M-2

A-H

 F-P

 LDR9000

 Floodplain

World_Hillshade

 Larger Neighborhood Area

1:16,992

0 0.15 0.3 0.6 mi

0 0.23 0.45 0.9 km



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Esri, NASA, NGA, USGS, FEMA